

The Hongkong Telegraph.

WEATHER FORECAST
FAIR.
Barometer 30.35

February 1st, 1913, Temperature a.m. 51, p.m. 57; Humidity... 58.

(ESTABLISHED 1881.)
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February 1st, 1913, Temperature a.m. 51, p.m. 50; Humidity... 55, 64

No. 9009

星期六二十子壬

SATURDAY, FEBRUARY 1, 1913.

六拜禮

一月二英曆西

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TELEGRAMS.

THE BALKAN CRISIS.

WAR TO BE RESUMED.

Reuter's
[Service to the "Telegraph."]
London, January 31.
The Balkan delegates announce that fighting will be resumed at seven o'clock on the evening of the 3rd February. No war correspondents will be allowed to accompany troops. The delegates declare that before any further discussion is possible Turkey must sign the preliminaries of peace on the battlefield. Adrianople will be the first to be attacked, and then Chataldja. Bulgaria will claim an indemnity.

Surprise for the Turkish.
The Turks are disagreeably surprised at the denunciation of the armistice. They expected that the Balkan delegates would await the Porte's reply to the Powers, and they believe the Powers will yet have the last word on the question of the resumption of hostilities.

Turkey Preparing.
Later.
Reuter's Constantinople correspondent wires that all the officers have been ordered to return to their regiments within 24 hours.

Greece Confident.
Later.
Reuter's correspondent at Athens states that the conscripts for 1912 are largely joining the colours in view of the resumption of hostilities. Greece is confident that she can successfully carry out her task in the Epirus and give the Allies effective help at Chataldja.

No Attaches.
London, February 1.
Reuter's Sofia correspondent says it is officially stated that military attaches will not be allowed to enter the theatre of war.

Appeal to Turkish Troops.
Izzet Pasha, Chief of the General Staff, has been appointed Commander-in-Chief of the Turkish Army. He has addressed a general order to the troops urging them, at a critical moment in Ottoman history to prove themselves worthy of their glorious traditions.

THE IRISH QUESTION.

"A POLITICAL CRIME."

London, February 1.
Mr. Balfour, speaking at Nottingham, said the Government's Irish proposals were dishonourable and idiotic. The sacrifice of Ulster was an excess of insanity and a political crime compared with which all the crimes of the past paled into insignificance. If Ireland desired to separate, he should not fight to retain her.

OBITUARY.

LORD ILKESTON.

London, January 31.
The death is announced of Lord Ilkeston.
[The deceased Baron was the first holder of the title, which was created in 1910. He will best be remembered as the Right Hon. Walter Foster, a clever and scholarly consulting physician. He was previously President of the British Medical Association and in 1897 was awarded a gold medal by the Association for Distinguished Merit. He was an ardent Liberal in politics and formerly sat for Chester and for Ilkeston. He was Parliamentary Secretary to the Local Government Board from 1892 to 1895, and Chairman of the National Liberal Federation from 1886 to 1890.]

TELEGRAMS.

LONDONDERRY.

A NATIONALIST VICTORY.

Reuter's
[Service to the "Telegraph."]
London, January 31.
The bye-election at Londonderry, caused by the elevation of the Marquis of Hamilton, the former Unionist M.P., to the Peerage, has resulted as follows:
Mr. David Hogg (N.) ... 2,699
Lt. Col. Pakenham (U.) 2,642

Nationalist Majority... 57
As a result of this victory, Ulster now returns a majority of Home Rulers.

The "Death-blow."
The "Westminster Gazette" and the "Star" give prominence to the result, which they describe as a death-blow to the Tories.

[At the last General Election the figures were:—Lord Hamilton (U.), 2,415; Mr. S. Leslie (N.), 2,310; Unionist majority, 105.]

TRADES UNION BILL.

PASSES THIRD READING.

London, January 31.
The House of Commons has passed for third reading the Trades Union Bill.
Mr. Bonar Law declared that the Opposition would not oppose the Bill, as the amendments had gone a long way to make the protection of the minority real.

CHURCH SERVICES.

St. John's Cathedral, Hongkong, 2nd February. Quinquagesima Sunday. Holy Communion (8.15 a.m.). Matins (11 a.m.). (Full Choir.) Responses, Psalms, Venite, Goss, Psalms, Oakley, Tallis, Oakley, Stainer; Te Deum, Garrett in D; Benedictus, Garrett in G; Anthem, "It is high time." Baraby. Holy Communion (11.45 a.m.). Kyrie, Garrett in E; Hymns, 210 and 192. Evensong (5.45 p.m.) Response, Psalms, of the 2nd evening (1); Magnificat, Baraby; Nunc Dimitti, Camidge (12th morning); Hymns, 255, 267, and 24.

Union Church, Kennedy Road. Minister, Rev. C. H. Hickling. 11 a.m. Worship. Hymns 219, 268, and 227; Psalm 18, St. Peters, Anthem, 3 p.m. Children's Service in Peak Church, 8 p.m. Wordslip. Hymns, 10, 510, 432, 272, and 267 (2).
St. Peter's Church, West Point. Sunday, February 2nd, 1913. Morning Prayer and Sermon 11 a.m. Evening Prayer and Sermon 6.15 p.m. Holy Communion 12.15 a.m. Gospel Meeting at Seamen's Institute 8 p.m.
Garrison Divine Service:—Church of England Victoria Cathedral 9-15 a.m. Cathedral. Church of England Detention Barrack Detention Barrack 12 noon. Chaplain, R.N. Church of England Stonecutters Barracks, 11 a.m. Chaplain. Church of England Military Hospital Bowen Road 8 p.m. Chaplain Church of England Lyemun Barracks, Under Orders. Senior Officer. Church of England Kowloon St. Andrew's Church 10 a.m. Offg. Clergyman. Church of England Mount Austin Barracks, Under Orders. Senior Officer. Baptist Victoria Union Church 10 a.m. Offg. Clergyman. Congregationalist Victoria Union Church, 10 a.m. Offg. Clergyman. Presbyterian Victoria Union Church, 10 a.m. Offg. Clergyman. Wesleyan Victoria Wesleyan Church, 10.15 a.m. Offg. Clergyman. Wesleyan Mount Austin, Mount Austin, 10 a.m. Offg. Clergyman. Roman Catholic Victoria, St. Joseph's Church, 10 a.m. Offg. Clergyman. Roman Catholic Kowloon, Rosary Church, 9 a.m. Offg. Clergyman.

TELEGRAMS.

CHINA AND GERMANY.

A PARLIAMENTARY GROUP.

Reuter's
[Service to the "Telegraph."]
London, January 31.
Reuter's Berlin correspondent states that a Chino-Germany Parliamentary Group has been constituted in connection with the Reichstag similar to the groups formed in the British and French Parliaments, with Chinese delegates.
Herr Hainjaukia, who is the prime mover, has secured the support of upwards of a hundred members of the Left, including Herr Wiemer and Herr Hasse, Chairmen of the Radical and Socialist parties respectively.

CANADA'S ROYAL GOVERNOR.

RETURNING TO ENGLAND.

London, January 31.
An Ottawa telegram says that Their Royal Highnesses the Duke and Duchess of Connaught are coming to England in the spring to seek further medical advice for the Duchess.
His Royal Highness is taking leave, but it is doubtful whether he will return, as his term of office as Governor-General is only for two years.

BOXING.

To-night's Tournament at the City Hall.

There should be a good attendance at the City Hall to-night when Mr. Hall places his programme before the public of the Colony. Unless there is some mistake, the fights should be worth watching, as, apart from the meeting of Stevens and Powell, Hamley is going to make an endeavour to win the Light-weight Championship of the Garrison from Wilkinson. This should be hot; and the Scott and Bates fight will produce some stiff punching. Stoker Sullivan, the winner of thirty contests, is billed to go six rounds with the other bantam, Stoker Donnelly, and these two lads should give a clever exhibition of boxing. Seaman Taylor will also meet Seaman Cowley in a six round bout.

It is up to the sportsmen of the Colony to turn up in good numbers.

STOLEN LARD.

At the Police Court, this morning before Mr. C. D. Melbourne, a Chinese boy aged thirteen, and an apprentice baker by trade, was charged by Messrs. Weissmann's Ltd. with stealing a quantity of lard, valued at 50 cents.
He pleaded guilty and explained that one of the foks had told him to take the lard home.
A representative of the firm explained that the charge would not have been made but that they believed the lard stolen was sold. Ten strokes of the rattan was ordered.

HUGHES COMEDY COMPANY.

"The Grafters" was again presented by the Hughes Musical Comedy Company last night on their return from Canton and a large audience showed its approval of the show.
It was announced that tomorrow night there will be another chorus girls contest.

Land Available.
It is notified that large or small areas of very desirable land on the Railway Reclamation at Kowloon either with a sea frontage or adjoining Chatham Road may be leased for timber or material yards for periods not exceeding one year.

TELEGRAMS.

HOME RULE BILL.

THE CLOSING SCENES.

Reuter's
[Service to the "Telegraph."]
London, January 31.
The closing scenes on the Home Rule Bill in the House of Lords were most brilliant. Bejewelled Peers thronged the galleries, and there was the largest muster of Peers since the Parliament Act was passed.
Lord Curzon and Lord Lansdowne were the chief Opposition speakers, and Lord Morley, in winding up the debate, declared that the Government believed that the Ulster difficulty would pass and that the Bill would be worked in good spirit.
There was no excitement over the division, as the result was a foregone conclusion.

DEATH OF A RORKE'S DRIFT HERO.

The death took place suddenly on January 7 at 62, Cranbrook-road, Chiswick, of Mr. Frederick Hitch, V.O., aged 58, who was formerly a private in the South Wales Borderers and who gained the Victoria Cross at Rorke's Drift, 1897. Lately Hitch had been earning a living as a taxi-cab driver.

At Rorke's Drift, under Lieutenant Bromhead, Private Hitch, with Corporal Allen, succeeded in rescuing six men from the hospital, which had been set on fire by the Zulus. These two soldiers, in defiance of danger held a most exposed position until they were both severely wounded, and they did not cease, when their wounds had been dressed, to serve out ammunition from the reserve throughout the rest of the combat. The Victoria Cross was pinned on Hitch by Queen Victoria. In 1901, whilst employed at the Royal United Service Institution, he met with an accident, and whilst he was in hospital the Cross was stolen from his coat. Another was granted him by King Edward, and this was presented to him by Lord Roberts. The late Mr. Cecil Rhodes, it is stated, when on a visit to England, called at the offices of the Cadbury's Union to see Hitch.

MILITARY BUDGET OF KIANGSU.

The estimated budget of military expenditure for the 2nd year of the Republic, by the T'at'uh of Kiangsu is now published:—
T'at'uh's Yamen ... \$ 234,300
Military Commissioner
Kiangpei and his forces ... 1,200,000
Military Secretariat ... 76,900
Department of Military Affairs ... 99,000
Forces in Nanking ... 3,222,100
Forces in Soochow ... 777,000
Forces in Shanghai ... 572,800
Forces in Sankiang ... 183,000
Forces in Chinkiang and Pukou ... 1,387,000
River Defence Regiments ... 414,000
Other regiments in Kiangpei ... 1,220,000
Uniform and equipment ... 500,000
Forts and fortifications ... 631,000
Cruisers and ships, etc. Changkiang Water Police ... 1,680,000
Military Courts of Justice and prisons ... 38,000
Kiangnan Arsenal ... 240,000
Armory ... 39,400
Intelligence Department ... 36,000
Military elementary schools ... 80,000
Army Hospital ... 80,000
Military Survey Office ... 59,400

TELEGRAMS.

MARCONI INQUIRY.

UGLY CHARGES WITHDRAWN

Reuter's
[Service to the "Telegraph."]
London, January 31.
A remarkable feature of the recent proceedings of the Marconi Committee has been the searching cross-examination by Mr. James Falconer, Liberal M.P. for Forfarshire, of Mr. Lawson, the well-known journalist, whose articles against the Marconi contract excited general attention.
Mr. Lawson was obliged, under cross-examination, to withdraw a large number of his allegations, including those implying official corruption.

YING CHOW REPORTED DISABLED.

Said to be Drifting.

We have been informed that the s.s. Ying Chow (Capt. Macintosh), owned by the C.N.S.S. Co. (Messrs Butterfield and Swire), is drifting somewhere in the vicinity off the north of Luzon, having lost a tail shaft and a propeller.
The s.s. Yuen Sang leaves here to-day and is taking with her a new propeller and she will make a search for the missing steamer.
The s.s. Tean, which left here last Tuesday, on arrival at Manila did not stop to discharge her cargo but set off in search of the disabled vessels.

Appointments.
His Excellency the Governor has been pleased to appoint Mr. Edward Jones to act as Assistant Harbour Master and Mr. Arthur Edward Davey to act as First Boarding Officer during the absence on leave of Commander C. W. M. Beckwith, R.N.

Cracker-Firing.
It is notified in the Gazette that it is unlawful for any persons, of whatsoever nationality, to discharge, kindle, or let off any fireworks in the City of Victoria or within three hundred feet of the Praya Wall or within that portion of the Kowloon Peninsula which lies to the South of a line running from the junction of Nanking Street and Temple Street, Yaumatei, to the boundary of Kowloon Marine Lot No. 40, except under permit issued by the Registrar General. The firing of crackers on any of the days observed as Holidays is governed by the above.

Mail Delivered.
The English mail from Hongkong January 4th was delivered in London yesterday.

Jewish Festivals.
Provided the exigencies of the Service permit, say Army Orders, approval for passes is to be granted to all soldiers of the Jewish persuasion who may be desirous of observing the undermentioned Festivals during the current year:—Passover 4 days, April 22, 23, 28 and 29; Pentecost 2 days, June 11 and 12; New Year 2 days, October 2 and 3; Day of Atonement 1 day, October 11; Tabernacles 4 days, October 16, 17, 23 and 24. In every case the remission from labour should commence at sunset on the previous day.

A Missionary's Son Murdered.
The "N. China Daily News" Chungking correspondent writes on January 9:—A very sad thing happened on the Tzechow river near Fushuhen. A company of missionaries, returning to their station at Tzeiutien, were attacked by robbers on the morning of the 3rd and the little son, John, of the Rev. R. O. Jolliffe was shot dead. This took place on their house boat at 3 o'clock in the morning. The day previous Mrs. Jolliffe had given birth to a child. The boy killed was about seven years old.

TELEGRAMS.

GRAND NATIONAL.

JERRY M. SCRATCHED.

Reuter's
[Service to the "Telegraph."]
London, January 31.
Jerry M., the famous steeple-chaser, has been scratched from the Grand National Steeplechase, to be run in the Spring at Aintree, Liverpool.
He is roaring badly.

FREIGHT REPORT.

Messrs Lamka and Rogge's Freight Circular, dated Hongkong, 1st February, states:—
There is not much change to report since issue of our last Circular under date of 18th instant, with the exception that Japan Coal Freight has declined somewhat, owing to charterers being unwilling to take up tonnage which would arrive at discharging port close to the coming Chinese New Year holidays, unless at a reduced rate. In consequence the two fixtures on record can hardly be considered representative.

The North reports that the market continues firm, with an upward tendency, and there is a fair amount of enquiry in various directions with little or no loose tonnage offering for "outside" business.

Saigon/Hongkong:—After several fixtures had been effected at 22 cents per picul, a prompt boat accepted 20 cents only. A large carrier, shortly free at Singapore, in order to work her way to this had to follow suit, and the rate now stands at 20 cents with further enquiry for tonnage to load after Chinese New Year.

Export of White Rice, Cargo Rice and Paddy from Saigon for the last 6 years has been as follows:—
1907 1,052,258 tons, 1908 784,374 tons, 1909 706,392 tons, 1910 902,920 tons, 1911 651,917 tons, 1912 550,955 tons.
Quotation stands for February/March shipment, No. 2 White round sifted at \$4.77 per picul, f.o.b. Saigon.

New Crop:—Saigon reports under date of 18th instant as follows:—Demand having considerably abated, the past fortnight has seen a gradual decline in the ideas of dealers. Transactions have, nevertheless, been very limited, consuming markets holding off in the hope of a further drop; but at the close, the feeling is steadier.

Saigon/Philippines:—With holdings of Rice in the Philippines demanding exorbitant prices, and the market in Saigon declining, a good demand for tonnage sprang up quite unexpectedly, leading to several fixtures on basis of 38/34 cent per piculs for 25,000/30,000 piculs respectively.

Saigon/Java:—We hear of business having been done at 32 1/2 cents per picul.
Bangkok/Hongkong:—The recent rush for tonnage has subsided and rate has receded to 37 1/2 cents per picul.
Salt Trade:—To carry salt from Quinhon to Hongkong a charter was done at \$3.—per ton.

Dalny/Canton:—A few charters were put through at last rate paid viz.—31 cents per picul for usual part-loads except in one instance where charterers were able to secure an "outsider" on lump-sum basis, the rate working out at about 25 cents per picul.
Timecharters:—Again a good business was done at rates, which we think, should satisfy the expectation of shipowners. Fixtures reported:—Norw s.s. "Haldia" 1085 tons net reg. at \$7500, and Norw s.s. "Kamor" 891 tons net reg. 12 months at \$7500, and Norw s.s. "Haldia" 1085 tons net reg. 36 months at \$6500—per month.

TELEGRAMS.

NAVAL CALAMITY.

A CUTTER SWAMPED.

Reuter's
[Service to the "Telegraph."]
London, January 31.
The Admiralty announces that a cutter from the cruiser Porosus was landing a party comprising Lieut. Walter Smith and nine seamen, in the Persian Gulf, when the craft disappeared.
The cutter was last seen leaving land for the sea, after which a gale sprang up. Warships searched without avail for traces of the craft.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Lord Ilkeston is dead.
Turkish officers have been ordered to rejoin their regiments.

The Trades Union Bill has been read a third time in the House of Commons.
The Balkan States announce that they will resume fighting at 7 p.m. on the 3rd inst.

Greek conscripts are largely joining the colours in view of the resumption of hostilities.

Jerry M. has been scratched from the Grand National Steeplechase. He is roaring badly.

A Chino-German Parliamentary Group has been formed in connection with the Reichstag.

The Nationalists have won Londonderry from the Unionists, and Ulster now returns a majority of Home Rulers.

The Duke and Duchess of Connaught are going to England in the Spring, and it is doubtful if they will return.

When the Home Rule Bill was rejected by the Lords there was no excitement, the result being a foregone conclusion.

Lieut. Walter Smith, R.N., and a party of nine seamen disappeared in the Persian Gulf through the swamping of their cutter in a gale.

Mr. Lawson, the journalist, cross-examined at the Marconi Inquiry, was compelled to withdraw allegations implying official corruption.

Britain has agreed to add Kwangsi and Chihli to the Provinces prohibiting Indian opium, but will investigate regarding Shantung, Anhui and Hunan.

LOCAL.

"Hongkong 30 years ago" appears to-day.

The report of the Board of Directors of Kowloon Land and Building Company, Ltd., appears to-day.

The Hon Mr. H. E. Pollock K.C. and Mrs. Pollock departed to-day for home on leave by the s.s. Asaya.

The C.N.S.S. Co.'s steamer Ying Chow is reported disabled and to be drifting somewhere off the North of Luzon.

On her last voyage from this port to San Francisco the Shinyo Maru was delayed at Nagasaki by the loss of a propeller blade.

Notices



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GIN & LIQUEURS.**



FINEST OLD SCHIEDAM

\$14.00 per Case of 12 Quarts
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SAMPLE BOTTLES FREE
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1913 MODEL.

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OTHER MAKES. THEREFORE OUR SELLING PRICE IS \$400
OR \$500 LESS THAN OTHER MAKES OF SAME H.P.

DRAGON CYCLE DEPOT.
(Prospective Buyers can try this Car free of charge.)

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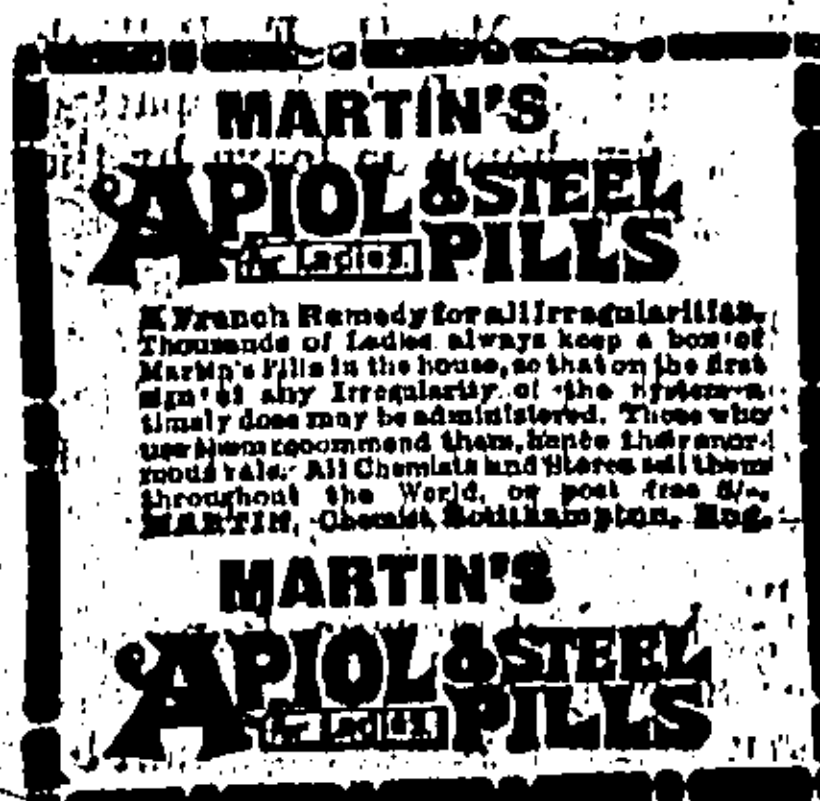
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Hongkong, 23rd September, 1911.

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Now Open.

J. H. TAGGART,
Manager. '25
Hongkong, 20th April, 1911.

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QUEEN'S ROAD CENTRAL. TEL. ADDRESS "COMFORT"

Central Position: Large Airy Rooms; Hot, Cold and Shower Baths;
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STEAMERS. Monthly Rates for Tiffin and Dinner. SPECIAL DINNERS
AT SHORT NOTICE. CUISINE ENTIRELY UNDER EUROPEAN
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Cuisine under the supervision of an Experienced FRENCH CHEF, and
separate Tables, Hot and Cold Baths, Electric Light throughout. Terms
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For particulars and rates apply to PROPRIETORS.
Telephone, 170. Telegrams "Astor." '24

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A FIRST CLASS HOTEL.

Under European Management.

Electric Light and Lifts.

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Reasonable Rates.

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Hongkong, 1st Aug., 1912. '65

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Taiwan Railway Dept.

EXCELLENT CUISINE AND
GOOD SERVICE RATES
6 YEN AND UP.

Uniformed hotel porter meets all
trains and steamers. Luggage arranged
for without any trouble to
guests.
Hongkong, 1st Feb., 1912. '182

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THE GENTLEMEN'S HOUSE.**



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IMPORTED TO HONGKONG.

Cut for Quality—

Made for the Man's Comfort.

Economy and Good Appearance.

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that we can now manufacture on our premises
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The old style of cement bifocals with their
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You who wear two pairs of glasses may
now use one pair instead. No one can tell
that you wear bifocals. No more to blister;
no thin segments to lose off.

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WE LEAD, OTHERS FOLLOW.



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OFFICES

78, ESCOLT.

WHAT CN IS.

CN is a powerful disinfectant made from coal tar.

CN kills germs of the most deadly diseases, even when diluted many times.

CN is from five to ten times as effective as pure carbolic acid—a fact demonstrated by means of the Hygienic Laboratory Phenol Co-efficient Method of the U. S. Public Health and Marine Hospital Service—while everybody who has once tried it in the home has found it far preferable to poisonous acids and chlorides which do not do the work as well and which are dangerous to health and life.

Strong as it is, CN is not dangerous to life. It is safe to use, safe to have in the house. Fatal accidents need not be feared where CN is used. Casualties ARE liable to occur with some other preparations sold as disinfectants.

CN solution will not injure the skin, but will really soften and whiten it. There is no necessity for anyone to use fluids which irritate the hands, causing them to smart and burn.

CN does not affect metal, and for that reason can be used freely to disinfect and deodorize toilet basins, sinks and other places with pipe connections.

And yet CN is not expensive. It is so concentrated that it should be used for use, and a little of it 'goes a long way.' The cost, in fact, can hardly be considered.

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Hongkong, 14th August, 1901

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OUR
CONTEMPORARIES.

China Mail.

The Cinema.

We have indeed visited one of the local Cinema Shows, and we saw nothing in the pictures likely to prove harmful to anyone. Indeed we saw much that was likely to prove instructive to young people, and interesting and entertaining to the adult mind. The instructive nature of this form of entertainment, Bishop Pozzoni candidly admits. In our opinion the cinematograph is one of the best mediums for enlarging the minds of youth, and the exhibitors of the pictures should be encouraged in every way to keep that in view. It is unreasonable, of course, to expect that the pictures should all be of an instructive nature, but, we feel sure, that the owners of the shows know that it is in their best interests not to exhibit anything likely to prove harmful to the young. Occasionally, perhaps, the bounds of good taste are overstepped; but, as we have stated, owners of cinema shows will find it best for all concerned to aim at being "too nice" rather than a "little naughty."

South China Morning Post.

Peace or War?

A London correspondent states that the ambassadors of the Powers have had in view the contingency of a failure to agree, and it is more than probable that in case of extreme necessity they will intervene, in preference to permitting a further appeal to the arbitration of arms. Even the intervention of the Powers may not imply however that peace will be immediately restored; but it is most sincerely hoped, for the sake of the non-contestants as well as the soldiers, that international jealousies will not fan the embers into a huge conflagration in Europe. While England, Italy and France have despatched warships to the Dardanelles, German cruisers have been ordered not to take part in any naval demonstration. Even the Powers do not see eye to eye over this Balkan problem and the solution is not yet in sight.

Daily Press.

The Salt Gabelle.

But it is the financial side of Mr. Chang's scheme that will be looked upon as its essential feature, and here he finds no difficulty in setting forth a roseate picture of its prospects. His wide experience, and a detailed knowledge of the people, leads him to conclude that the average per capita consumption of salt is at least 12 catties (16 lbs.) yearly. (Mr. Heung Hsi-ling, the ex-Minister of Finance, put it at 13 catties, which is practically equal to the known consumption in Formosa). Multiplying this by 44,000,000, he makes "the whole amount of annual consumption of salt in China" 52,800,000,000 piculs, but this figure is subject to correction, as Mr. Chang has certainly placed the population too high. Cost of working the salt he estimates at 50 cents a picul, and he allows another 50 cents for administrative expenses. To this \$1 gross cost he adds another \$3 taxation, which is to be reduced in the fourth year to \$2.50, it being hoped that by then markets will have recovered from the effects of the revolution. (These rates of taxation, it may be remarked, are two or three times as heavy as those ruling in India—\$3 a picul equals, roughly, 3 rupees a maund). The average selling price to the carrier companies would thus be \$4 or \$3.50, so that the final retail selling price need not advance beyond its present figure, which averages about \$5 a picul, and still the annual income from the tax would reach an aggregate of \$10,000,000 or \$13,000,000, or about double that reported for 1911.

To Impeach Prince Katsura.

A Japanese political association has sent an address to the Diet containing an impeachment of Prince Katsura.

ANKA WURA GAZA CO.

GENERAL NEWS.

Branches of the Bank of China. As a result of Mr. Rooster's unfortunate death at Mukden, says the "P. and T. Times," the establishment of branch offices of the Bank of China in the provinces has to be indefinitely postponed. The original plan was to send Mr. Rooster on a tour through the important centres of commerce, and establish branches of the said Bank when found advisable. No one having yet been found to take his place, the project therefore has to be given up for the present.

Norwegian Women Police Reinforced.

Christiania, January 10.—The appointment of another policeman in this city brings the Norwegian female police force up to seven, three of whom are in Christiania, two at Bergen, one at Christiansand, and one at Stavanger. The policemen's duty is to keep an eye on women suspected of living immoral lives, women tramps and children. They take spells of night duty and patrol some of the worst slum districts. Only the Christiansand policemen wear uniforms; the remainder contenting themselves with green capes bearing small badges.

More Queue Cutting in Shanghai.

After a long spell of quiet in the suburbs of Shanghai, the crusade against the queue appears to have been renewed, says the "N. China Daily News." Reports have been received that on Saturday evening and on Sunday of last week volunteers were armed with scissars, and all and sundry found wearing the obnoxious queue were immediately deprived of the same. The reason stated for this recurrence of queue cutting is that during recent days many refugees from the North have arrived in Shanghai and vicinity, and true to their northern proclivities they still retained the queue, which, it may be surmised, is an eye-sore locally.

One of Tom Brown's Seconds.

Mr. John George Hollway, who was one of the seconds in the great fight between Tom Brown—the hero of "Tom Brown's Schooldays"—and "Slogger" Williams, died at Worthing on December 30 in his nineteenth year. The Rev. Augustus Orlebar, the original of Tom Brown, for whom Mr. Hollway acted as second died last October. Mr. Hollway was at Rugby with Tom Hughes, the author of the famous school story and in an interview nearly two years ago he expressed the belief that Hughes himself was the backer of "Slogger" Williams, who in real life is the Very Rev. Chancellor Bulkeley Owen Jones, now living at Deganwy, in North Wales.

Astounding Vitality.

A case of youthful vitality that has astonished the medical profession is that of George Krouse, a boy of thirteen, who died in the Lebanon Hospital. A red-hot steel umbrella rod was driven through the boy's head from ear to ear while playing with some children in a vacant lot in The Bronx thirteen days before. That life was sustained so long as it was considered exceptional by surgeons interested in the case, says the "New York Tribune." In addition to the terrible injury to the child's brain, owing to the pressure of broken bones upon it, it had been completely pierced and burned by the heated steel.

Mr. Ismay's Retirement.

Mr. Bruce Ismay's retirement from the position of president of the International Mercantile Marine Company (which controls the White Star, Red Star, Atlantic Transport, Dominion, and American Lines) in favour of Mr. Harold Sanderson, who under Mr. Ismay's presidency has been associated with the concern since its commencement, will take place on June 30 next, as already announced in the "Telegraph." The change includes Mr. Ismay's resignation of subsidiary positions, such as the chairmanship of the White Star Line, but to meet the wishes of his colleagues he will continue a member of the board of directors of the International Mercantile Marine Company, and of the British committee, of which the other members are: Mr. E. C. Grenfell, chairman; Lord Pirrie and Mr. Harold Sanderson. Mr. Bruce Ismay is the eldest son of the founder of the White Star Line. Mr. Sanderson is fifty-three years of age.

FOREIGN SHIPPING SUBSIDIES.

British Companies Feeling the Pinch.

The Secretary of the Bengal Chamber of Commerce has addressed the Department of Commerce and Industry in connection with the increasing competition to which British steamships are being subjected by reason of the extending operations of the subsidised line of steamers flying foreign flags, says a Calcutta correspondent of the "Singapore Free Press." On the representation of the Hongkong Chamber, the Committee requested the Calcutta representatives of the British Steamship Companies trading with the Far East to furnish them with a statement defining the position.

Unequal and Unfair Competition.

The Committee are very deeply sensible of the necessity for the extension in every direction of the trade and commerce of Calcutta, and nothing is further from their mind than any desire to hamper or to discourage the development of the Port, but the facts disclosed in the letter prove that the British shipowners are being subjected to unequal and unfair competition. While the Japanese vessels are permitted to enter freely into the Indian coasting trade, no British steamers may carry either passengers or cargo from one Japanese Port to another. This is altogether an inequitable state of affairs that should be remedied at the earliest possible moment.

Protest Against Intrusion.

The Committee have, therefore, no hesitation in strongly supporting the views expressed by the British Companies. The Committee wish it to be clearly understood that they do not expect the State to protect British steamship owners against fair and equal competition, but the Japanese shipping companies are subsidised by the Imperial Japanese Government and they are further aided by State restriction of competition in their import trade. It is against the intrusion of these State-aided steamships into the Indian coasting trade that the Chamber protests, for these vessels are enabled by means of their Government subvention to enter into drastic competition with the British Lines in the Indian trade while they are likewise protected by their Government against retaliatory measures in their own home trade. Such a competition is neither fair nor reasonable. The Committee trust, therefore, that the Governor-General-in-Council will again move in the matter.

The Dutch Government have lately modified their Navigation Laws in regard to the coasting trade of the Dutch East Indies. According to the old laws this trade was closed to all vessels under foreign flags, but by the amendment which has now been made the claims to fair treatment of those nations who allow the Dutch vessels to participate in their coasting trade have been recognised. This fact lends additional weight to the Chamber's contention that the Indian coasting trade should be closed to vessels flying the Japanese flag unless the Imperial Japanese Government are prepared to open their coasting trade to British lines.

How Japanese Ships pay Their Way.

In the course of a letter dated November 5th last Messrs MacKinnon Mackenzie and Co., Turner Morrison and Co., and Jardine Skinner and Co., write to the Bengal Chamber reviewing the present position and pointing out that it was not considered by the Indian Government that they had made out a strong enough case for Government interference. They, however, considered that their case was very strong one, and the opinion is supported by practically every British Shipping Company engaged in trade with the East. The Nippon Yusen Kaisha Companies are subsidised by the Japanese Government to the extent of 90 lakhs of rupees annually. The earnings of the Japanese Company last year amounted to twenty-one million yen and the expenditure to twenty-three, leaving a two million yen deficit. Against this loss they place the subsidy of 8.5 million yen, and the Company is enabled to pay a 10 per cent dividend and place considerable sums to reserve. The

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TO LET—STEADY BRITISH—ER can be accommodated in English home in Kowloon. Near the ferry; no children; every comfort. Terms moderate. Write:—"Alpha," c/o "Hongkong Telegraph." Hongkong, 30th Jan., 1913. [151]

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LOST.

LOST.—A LADIES SOLITAIRE DIAMOND RING between the Kowloon Ferry Building, Kowloon, and Kaitford Terrace Hotel. Finder will be rewarded on returning same to this Office. Hongkong, 31st Jan., 1913. [148]

Company are working at out throat rates and endeavouring to oust British Companies from trade which has been organised and built up by British capital and enterprise. The treaty between Great Britain and Japan was intended to be one of reciprocity but in actual practice it is not so. The competition of the Japanese chiefly affects the shipping Companies at present, but it is quite apparent that it will spread in other directions if not checked and the effects might be serious.

PANAMA POSSIBILITIES.

Will Manila Rival Hongkong?

Mr. Lacy Goodrich, who is associated with the T.K.K. Company, and the Denver and Rio Grand Railway system, in discussing trade and trade prospects in the East, said that it was a serious matter regarding which to try and prophesy at present owing to the unsettled condition of China and the general aloofness that is assumed toward her by the Powers. This, Mr. Lacy added, is only natural when the still uncertain condition of the Republic is considered.

China's trade, other than her domestic or interior business, is, at state of "suspended animation," and until the confidence of the business world at large is gained Mr. Goodrich says he can see no possibility of heavy trading.

Local Products.

Mr. Goodrich has come from an extended trip through Manchuria and Northern China, and he was astonished, while there, to note the great activity in the movement of local products, such as beans, bean cakes, and similar commodities of purely interior consumption; but he saw little activity in imports or exports.

To indicate more clearly what he meant about the "condition" of the Republic, our informant pointed out the fact that he saw from twelve thousand to fifteen thousand troops of all nationalities guarding the line of railway from Shan Hai-kwan to Peking! "This alone," Mr. Goodrich

said, "shows the decided unrest and pervading uneasiness that is militating so strongly against the growth of trade."

Manila and the Panama

Turning to the question of the Panama Canal, Mr. Goodrich said that no one could state, with any degree of certainty, which merchant marine of the various nations would benefit most, but that from the United States standpoint, their opportunity of at last building up a successful merchant marine has never been so good. Mr. Root's Bill, he thinks, meets the objection that England has put forward with regard to the Canal and the differentiation of tolls. Manila, will gain by the Canal, both by reason of its geographical position, and because of the amount of energy that has been displayed by certain Americans, who have backed their opinions with their capital. In a comparatively short space of time, he believes, it will become the premier shipping port of the Far East.

A "Wello" the wist."

Mr. Goodrich said that constant reference to the independence of the Philippines by an utterly irresponsible press has been the means of seriously impeding the commercial progress of the Islands. It goes without saying, our informant continued, that there is in the Islands a class of people who are imbued with the same ideas of freedom, equal rights, and independence, as may be found in England, the United States or France, but he believes that they are in pursuit of a "Will o' the Wisp." The Islands, he says, must be under a strong ruling hand in order to protect capital.

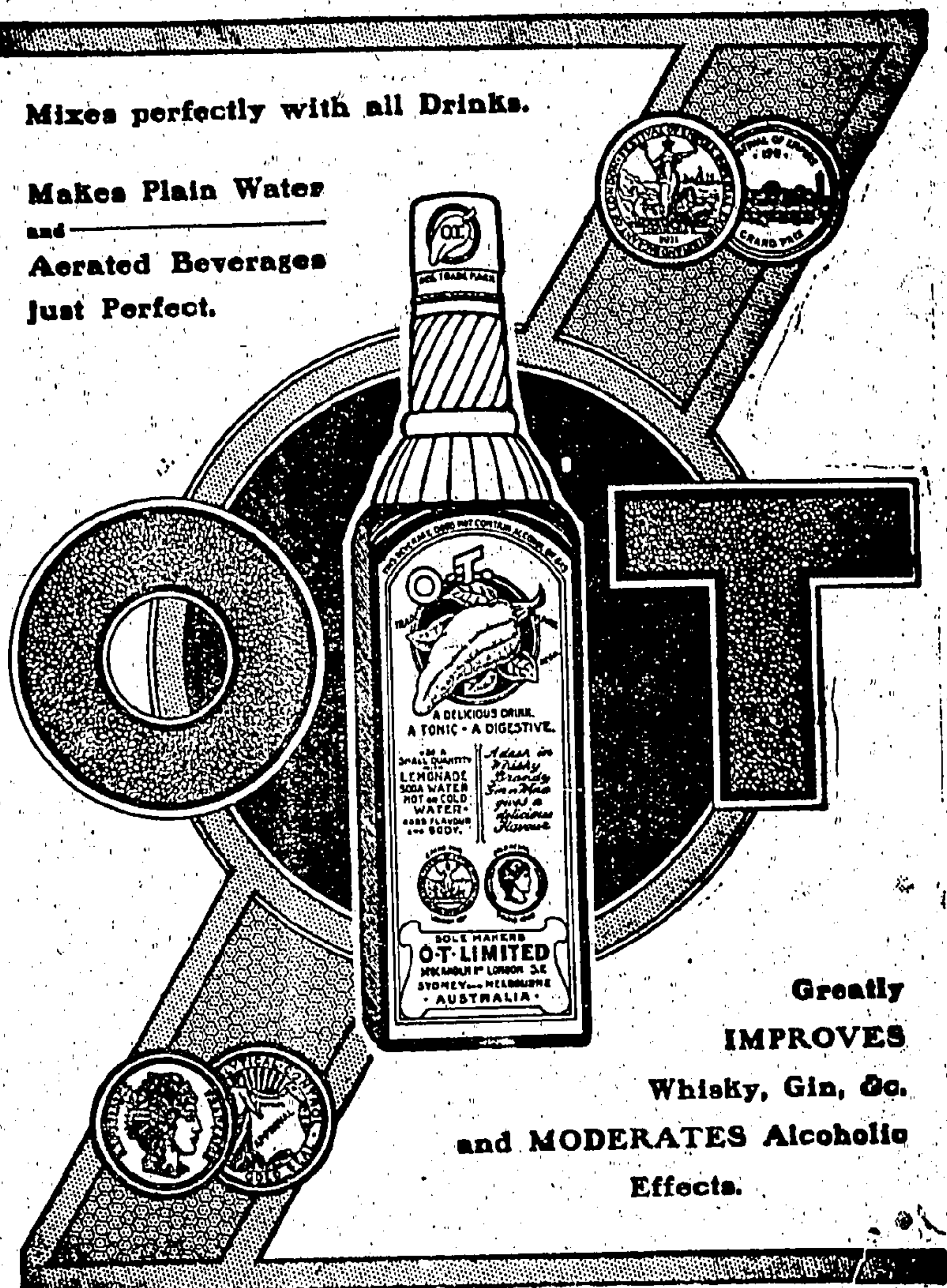
The news of President-Elect Wilson's so-called "Independence Speech," at Staunton, Pa., roused great enthusiasm among the natives, and Mr. Goodrich witnessed a torchlight procession, several miles long, that was held in celebration of prospective freedom.

Mr. Goodrich is to remain in the Colony for a few days.

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The Hongkong Telegraph.

HONGKONG, SATURDAY, FEBRUARY 1, 1913.

THE PACIFIC PROBLEM.

The question of the adequate defence of British interests in the Pacific has long been regarded as one of paramount importance, but so far, unhappily, it is a question which has not been solved. Every year which passes serves to emphasise the urgency of the matter, for there can be no doubt that circumstances are accumulating which will make the problem of greater magnitude as time wears on. It is an Imperial matter, too; our mightiest Dominions are directly concerned in it. For that reason, it is a problem which can only be satisfactorily tackled by co-operative methods. A scheme must be evolved, and that right speedily, whereby the separate activities of each Dominion must dovetail one into the other, so that, should the time come for the Empire to defend its vital interests, a solid front may be presented to all-comers.

By a coincidence, two items of news touching this matter appeared in our issue of yesterday. One gave an outline of the opinions of the New Zealand Minister of Defence on the problem of the Pacific, and the other set out the views of Lord Charles Bessford on the State of the East India Squadron. The two utterances deal with somewhat varying aspects of the same question, but in some respects they overlap one the other, and where they do so, there is a happy unanimity of opinion. Mr. Allen, the New Zealand Minister, takes a most reasonable and common-sense view when he declares that the full burden of the Pacific Fleet should be borne by those living on the Pacific, arguing that Canada, Australia, New Zealand and India, even, must unite in maintaining it. In that regard he bears out the suggestion of Lord Charles Bessford, or rather amplifies it, when the latter advocates that India should make a contribution for naval purposes based on the value of her seaborne trade. There can be no doubting the wisdom of the courses recommended, and we believe that the requirement has but to be officially expressed for the Dominions to give it their unqualified approval. In recent times evidences have not been wanting to show how readily do our great Overseas possessions respond to the promptings of true Imperialism. The day may not be far distant when the Empire will need all its strength and all its power to hold its own, and it can only be by unity that the best will be achieved. There is no room in the British Empire for policies of exclusiveness and independence. Different Dominions may choose different methods of displaying their eagerness to help—some by the creation of distinctive Fleets, others by the gift of warships, and yet others by making an annual contribution—but in the disposition of the Imperial forces of the sea, and in the adequate protection of our interests, there must be absolute unity and co-operation. That, at any rate, is a prime necessity.

The fact that the New Zealand Minister has gone to England to confer with the Imperial authorities on the defence of the Pacific, indicates that the whole question is about to be seriously taken in hand. We in the Far East are very directly concerned in the problem, and future developments will doubtless be followed with keen interest in Hongkong. Fortunately, there is no occasion to be pessimistic so far as the future is concerned, for we can rely on the Dominions doing their part for the common good of the Empire as a whole.

Pleasant Hongkong.

A "Telegraph" reader draws our attention to an objectionable practice which is very common in many of the Chinese quarters of the Colony: that of throwing rubbish—both liquid and solid—from the verandahs into the roadway below, at the risk of bespattering any person who may be passing at the time. If there is no by-law prohibiting this pleasant custom it is time one was made. We are not living in Hogarthian London, or in the Paris of a few years ago, and it is scandalous that Europeans—especially ladies—should have to pass up such streets in fear and trembling, as to what the heavens may let fall at any moment. In Wellington Street, the other day, a Britisher, riding in a chair, was liberally sprinkled with fruit-refuse thrown from a verandah, and the same sort of thing is continually happening elsewhere. What are the police up to?

Another Nuisance.
While on the subject of street nuisances we ought further to mention the march of the coolie brigade up Wyndham Street of a morning—and up the Old Bailey at all hours of the day. Here it is quite common to meet a batch of porters laden with sand, cement, bricks or coals, walking in a line across the thoroughfare so that no foot-passenger can pass them without barking his shoes or soiling his clothes. Generally there are plenty of lukewings and Indian police in the neighbourhood, but we have never yet seen any attempt made by them to regulate this kind of traffic. Under different circumstances the European might perhaps venture to take the law into his own hands, but that is impossible when the coolies are carrying heavy loads and two, in many cases, women. Once more, what are the police up to?

Children and Cinematographs.
Bishop Pozzoni's remarks, at the French Convention the other day, regarding the attendance of school girls at cinematograph theatres, are not without point. We should be the last in the world to suggest that the films displayed in local theatres are not, as a rule, of good quality and, quite often, of educational value. But a picture which is intended to pass a little time pleasantly for adults may have an unsettling effect upon school children, though there may be nothing in the picture itself to which exception can be taken. Surely, however, the point is that parents and guardians should keep an eye on the young people under their care. As with theatres, so with literature; because a book which is brilliant in itself, and meat for men, is not the kind of food which suits, say, Thomson's daughter, is it to be banned? If sweet cakes are not good for Thomson's girl, or any other girl, her parent would see to it that she did not have them. He would not cry for the closing of the pastry-cook's. Why should he cry, as he does actually cry, in the case of books or moving pictures?

The Expected Happens.
Nobody will be surprised that the House of Lords has refused to approve the second reading of the Bill aiming at the provision of Home Rule for Ireland. Nor will the sweeping nature of the majority occasion any undue degree of wonderment. No details are to hand as to the features of the voting, but, judging from the figures it must have proceeded on orthodox party lines. What strikes one, however, is that out of a Chamber comprising 629 members, an attendance of 395 (which was the number of votes recorded for and against the Bill) should be almost a record, for we read that the number of Peers present was abnormally large. In contrast to this, it is worth recalling that, on the third reading of the Bill in the House of Commons less than a dozen M.P.s were absent. From these facts it is apparent that the House of Commons, whatever its shortcomings, takes its work more seriously than does the Upper Chamber. But perhaps after all, it was well for the Liberals that there was not a full attendance of Peers. Had there been, there would in all likelihood have been a bigger adverse vote still. It seems rather unlikely that there will be a General Election, however. Probably the Irish will be content to wait a further two years.

DAY BY DAY.

Our business undoubtedly is not to see what lies dimly at a distance, but to do what lies clearly at hand.

St. Peter's Church.
The Rev. Mr. Martin, Chaplain of H.M.S. Kent, will preach at St. Peter's Church, to-morrow at evensong.

Arrivals and Departures.
H.M.S. Kent and Minotaur arrived from Saigon yesterday, and H.M.S. Newcastle sailed for Shanghai to-day.

Body Found.
The body of a Chinese aged 45 years was found hanging to a tree on the Pokfulam Road, west of the University, yesterday.

Ammunition Possession.
Mr. C. D. Melbourne, at the Magistracy this morning, fined a Chinese \$10, for being in possession of six rounds of ammunition.

A Vagrant.
A Brazilian named Sequiera charged with vagrancy, before Mr. C. D. Melbourne, was sent to the house of detention this morning.

Panama Canal Tolls.
The Government Gazette publishes for general information President Taft's proclamation outlining the Panama Canal Tolls.

New Stables.
Tenders are being asked for the erection of stables, &c., for the Sanitary Department, adjoining No. 1 Police Station. No work will be permitted on Sundays.

Unlawful Possession.
For being in unlawful possession of a quantity of mesquite seed valued at \$1, was sentenced to one month's hard labour, by Mr. F. A. Hazeland at the Police Court to-day.

To be Struck Off.
The Government Gazette notifies that at the expiration of three months from January 29th, Cotton and Co., Ltd., will, unless cause is shown to the contrary, be struck off the Register and the company will be dissolved.

Opium Divan.
Before Mr. F. A. Hazeland at the Police Court sixteen men were charged by Sgt. Adlington with using a house in Third Street, as an opium divan. The keeper of the house was fined \$250, and the rest \$1 each.

Stole a Coat.
A Chinese aged 16 years against whom there was two previous convictions, was sent to prison for seven days and ordered twelve strokes, by Mr. C. D. Melbourne, at the Police Court, this morning, for stealing a European style coat.

Danger to Navigation.
The Harbour Master notifies that a telegram has been received to the effect that a steamer has sunk off Chingwangtao and forms a great danger to navigation, position of the wreck bearing on Chingwangtao light-house north 12 deg. west magnetic distance 2.7 miles.

Chinese New Year.
The offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Chinese New Year vacation, which commences on the 7th and terminates on the 10th February, 1913, (holidays inclusive), except on Public Holidays, when the offices will be entirely closed.

Street Watering.
Tenders are being invited for the supply of labour for watering the streets in the City of Victoria for one year ending 28th February, 1914. In dry weather one Chinese foreman and twenty coolies are required every day and they will be required to work eight hours a day.

Officers' Leave.
Leave, on private affairs, to the neighbouring countries, is granted to Captain E. C. Lambkin, R.A.M.C. from April 5 to August 5 inclusive. Leave of absence, on urgent private affairs, is granted to Captain J. I. Stenhouse, R.G.A. from February 1 to September 10 with permission to travel in Switzerland.

Legislative Council Appointment.
It is notified that Mr. Charles Montague Ede has been duly nominated by His Majesty's Justices of the Peace as an official Member of the Legislative Council, and His Excellency the Governor has been pleased to appoint him to that office, provisionally, and subject to His Majesty's pleasure, during the absence on leave of the Hon. Mr. H. E. Pollock, K.C., or until further notice, with effect from the 1st February, 1913.

HONGKONG THIRTY YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the Week Ending February 1, 1883.)

The Burns' Anniversary.
In the issue of January 26th, 1883, is a somewhat lengthy contribution to the anniversary of the birthday of Robert Burns by members of the St. Andrew's Society. The gathering took place in St. Andrew's Hall, and it is stated that the occasion was celebrated "in right royal style". The attendance comprised some 35 enthusiastic sons of "the land of the mountain and the flood," who sat down to a well-arranged cold collation under the presidency of the Hon. T. Ryrie, who honoured the occasion by appearing in the garb of Old Gaul. After the meal, we read that song, a thoroughly patriotic and national character, became the order of the evening. "As a matter of course there was any amount of capital whiskey, a well-known judge and compounder of the national beverage having specially laid himself out to produce nothing but 'the real Mackay,' and judging by the manner in which the flowing bowl was patronised by the thirsty souls it is only fair to conclude that the Glenlivet was of prime quality and most agreeable to the palate." Subsequently, reels were danced to the skirl of the bagpipes, and through the formal separation took place at about 3 a.m. we read that "straggling bodies of unwearied souls kept up the harmony until close upon cock-crow."

Company Meeting.
The half-yearly meeting of the Hongkong, Canton and Macao Steamboat Company, Ltd., was held on January 26th. It was presided over by the Chairman (Mr. E. R. Bellis) and there was a shrinkage in the amount collected in fares owing to the stoppage of the emigration of Chinese to Australia and California. It was also announced that new boilers to the cost of \$27,000 had been ordered for this s.s. Kiukiang and a similar expenditure of \$12,000 would be required for the s.s. Yotsai.

The New Governor.
It is announced in the issue of January 29th that His Excellency Sir George Bowen, the new Governor, would be due to arrive in Hongkong on March 30th. He was to be accompanied by Lady Bowen, three Misses Bowen, and his Private Secretary, Mr. Rochfort Maguire, M.A., Fellow of All Souls' College, Oxford, and Barrister-at-Law of the Inner Temple.

Prize Distribution.
The presentation of prizes took place at the Government Central School on January 29th, the awards being presented by His Excellency the Administrator (Mr. Marsh). Mr. Wright, the headmaster, stated that there had been no less than 572 boys on the roll during the year, and the average daily attendance had been 390. Of the boys who had left the school during the year three had entered the service of the Government, two that of the Imperial Maritime Customs, three had taken service in the offices of solicitors and 22 had gone as assistants in English and Chinese firms.

Freemasonry.
At a Regular Convocation of Victoria Chapter of Royal Arch Freemasons held on January 29th, the following officers were elected:—M.E.Z., W.M.B. Arthur, H. C. L. Gorham; J. R. Fraser-Smith; Sir E. L. Paul Jordan; Sir E. L. Paul Jordan; P.S. J. Keating; Treas., F. W. Heuermann; Junior, J. R. Grimble.

Convict Labour.
Convict labour on the Government works was commenced on January 30th, "about ninety of the choice specimens of humanity," under Mr. Hayward's care, being marched off to graft on the embankment adjoining the Government Civil Hospital.

Masonic Ball.
A grand Masonic Ball given by the members of the various Masonic bodies of the Colony under the Auspices of the District Grand Lodge of Hongkong and South China, as a celebration of St. John's Day, was held in the

City Hall on January 30th. The decorations were on a most lavish scale, and music was supplied by the bands of the Buffs and of the American flagship Richmond. The District Grand Master, Right Wor. Bro. C. P. Chator, presided at the supper, at which there was a distinguished gathering, a feature of the table decorations being his princely collection of racing cups and other trophies. The event was a huge success.

The Dollar.
The rate of the dollar, on demand, on February 1st was 3/7.

TRAINING NOTES.

Times Recorded in this Morning's Gallops.

The morning opened nice and mild at Happy Valley when the gallops commenced. Among those who witnessed them were His Excellency the Governor, Lady May and Miss May. One of the most notable performances of the morning was that of Sir Bevidere and if he keeps up this form, he is likely to upset calculations. Times recorded were:—

Sandringham (1 mile) 37, 1-13, 1-43.3-5, 2-24, 1-q. 31.1-5.
Marhatta Chief (1 1/2 mile) 37, 1-12.3-5, 1-47, 2-20.2-5, 1-q. 33.2-5, one mile only timed.
Capello or Cleric 1-q. 34.
Dunelmia (and Midas) 37, 1-13.2-5, 1-50, 2-26.4-5, 3-02.4-5, 3-39.2-5, 1-q. 36.3-5. (Midas 3-40.2-5, 1-q. 38).

Grey Leg (1 1/2 mile—last half) 34, 1-09.1-5.
Twenty Men and Bayonet galloped with Grey Leg. Twenty Men beaten by half a length. Bayonet ten lengths away third.

Jambolani (1.1-4 mile) 38.2-5, 1-14, 1-25.1-5, 2-28.1-5, 3-00, 1-q. 31.4-5.
Sir Beaumaris (1 mile) 40.1-5, 1-15.1-5, 1-43.3-5, 2-21.2-5, 1-q. 32.4-5.
Sweet Sultan (1 mile) 38.2-5, 1-15.1-5, 1-51.1-5, 2-22.4-5, 1-q. 31.1-5.

Fijian Chief (1.1-4 mile) 38.1-5, 1-15, 1-53.4-5, 2-27.1-5, 2-50.2-5, 1-q. 35.
Sir Asalon (1 mile) 37, 1-12.1-5, 1-47.1-5, 2-20, 1-q. 32.4-5.
Puckrow (1 mile) 36, 1-12.3-5, 1-47.3-5, 2-21, 1-q. 33.2-5.
Florent (1 mile) 1-q. 33.

Donald Dhu (1.1-4 mile—last 3-4) 36, 1-10.2-5, 1-43.2-5, 1-q. 33.
Sweet William (1.1-4 mile) 38.2-5, 1-15, 1-48.2-5, 2-21.4-5, 2-55, 1-q. 33.1-5.
Bayonet (1 mile—last 3-4) 1-45.2-5, 1-q. 33.2-5.

Ambition (1 mile—last 3-4) 36, 1-10.1-5, 1-43.2-5, 1-q. 33.1-5.
Violini (1 mile) 38, 1-15.1-5, 1-51.1-5, 2-23.3-5, 1-q. 32.2-5.
Edge Hill and Flood (1 mile—last 3-4) 35.1-5, 1-09.3-5, 1-44.3-5.
Head or Tail (1.1-4 mile) 40.3-5, 1-20, 2-03, 2-30, 3-01.1-5.

Bengairi (1 mile) 38.3-4, 1-14.4-5, 1-51, 2-24.3-5, 1-q. 33.
Pyramids (1 mile—last half) 35, 1-09, 1-q. 34.
Dunboyne (1 mile—last half) 35, 1-08.1-5, 1-q. 33.

Sweet Pea (1 mile)—1-18.3-4, 1-52.3-5, 2-24.3-5, 1-q. 32.
Perpetual Motion (?) (1 mile) 41.2-5, 1-20, 1-50.4-5, 2-32, 1-q. 36.
Sir Bevidere (1 1/2 mile) 45, 1-21.1-5, 1-55, 2-30.2-5, 3-03, 1-q. 32.2-5.

Drieshen (1 mile) 36, 1-11, 1-47, 2-23, 1-q. 33.
Bun Wyvis II (1 mile) 36, 1-09.4-5, 1-41.3-5, 2-20.3-5.
Miss in Baulk (1 mile last 1/2) 36.2-5, 1-09.1-5, 1-41.3-5, 1-q. 32.
Sunlight galloped with Miss in Baulk and was beaten by seven lengths.

Republican Chief (1 1/2 mile) 44, 1-27, 2-04, 1-q. 37.
Lump (1 mile)—1-06.1-5, 1-40, 1-52.1-5, 1-q. 34.4-5.
The Burglar galloped with Lump; finished twelve lengths away.

Larkspur (1 mile last 1/2) 37.3-5, 1-12, 1-46.
Primrose (same as Larkspur).
Barford (1 mile) 41.1-5, 1-18, 1-52, 2-25, 1-q. 32.3-5.
Mayfair (1 mile) 40, 1-18.1-5, 2-31.2-5, 3-00, 1-q. 34.3-5.
Gold (1 1/2 mile) 37.3-5, 1-15.2-5, 1-51, 2-27, 3-02, 1-q. 35.
Silver—Dead heated with Gold.
Glad Eye (1 1/2 mile) 3 9.25, 1-16, 1-53.4-5, 2-30.3-5, 3-04.3-5, 1-q. 34.

Birlington travelled with Glad Eye and finished a head away. Did one mile and half, and joined Glad Eye after going one quarter.
Demure (1 1/2 mile)—1-32, 2-30, 3-50, 4-32, 1-q. 33.

AN INTERESTING VISITOR.

Mr. I. Putnam on the Philippines and Journalism.

On Thursday we gave some particulars concerning the Philippines which were supplied by an American gentleman passing through Hongkong. With what Mr. Allan had to say about Philippine independence, it is interesting to contrast some remarks on the subject made to a "Telegraph" representative by another American visitor, Mr. Israel Putnam. Mr. Putnam is a relative of the celebrated publishers, and has a controlling interest in the Manila "Cable News American."

"I can hardly think that the Filipinos will get absolute independence," he said. "If they do, it will be on account of the recent change of Government at Washington. Naturally a Democratic ministry would be more disposed to favour this independence, but many Americans who are well acquainted with the whole facts of the case—and, I may add, many educated Filipinos as well—are convinced that the self-government scheme will prove quite impracticable."

A Philippine Commission.
"You are probably aware that Mr. Woodrow Wilson meditates sending out a Commission of Enquiry to the islands, and what may arise from that it is impossible to guess. The Filipinos are essentially a sentimental people, and it is more or less on sentimental grounds that they are asking for independence. The question is: if they had it, how would they protect themselves against foreign aggression? If America withdraws her troops and her ships, how can the Filipinos by themselves keep off an invasion? Personally, I believe that the bulk of the educated Filipinos realise all this; and even the rank and file are very far from being a discontented people, for they know, at heart, that America has done and will do justly by them."

British and American Journalism.
On the rival merits of British and American journalism, Mr. Putnam said: "After a good many years' experience of the journalistic and publishing world, I have come to the conclusion that both your papers and ours leave much to be desired. I would like to see a just balance, a happy compromise, struck between the two. I don't defend American newspaper sensationalism; I've no use for it; but this is a human world; full of live beings, and they want live stuff in their papers. The best English journalism is clever and restrained and thoughtful, but somehow it doesn't appeal to Americans as a whole. I think it's too cold for them; too restrained, in fact. What the paper-reading public, both English and American, wants is the short, brightly-written news story. Both we and you are inclined to make too much of a small matter; we haven't sufficient sense of proportion. Why, good Lord! Look at the Book of Genesis. The whole story of the Creation is told in a few words, but live words; mind you."

Newspapers in the East.
"Again, over the vexed question of head lines; you fellows make too little of them, and we too much. The average American paper puts such a lot into its headlines that the reader hardly troubles about the story underneath; while you English are inclined to go to the other extreme, and head a parliamentary measure, that will affect the whole world, with one small line: 'Parliamentary News,' or something of that sort."

Concerning journalism in the Far East, Mr. Putnam said: "The running of a paper, whether in Hongkong, Europe or America, is just a matter of common sense and method; of finding out what your readers need—and giving it them. Out here in the Orient very few people have time to read their home papers, and the local editor who knows his business gives them a newspaper which will tell them the gist of what is going on at home as well as in the East. Manila folk don't like whole columns of Home stuff re-printed indiscriminately; but they do like a lot of little items of Home news; and I take it that Hongkong people are the same."

SPECIAL CABLES.

OPIUM PROHIBITION.

A CHINESE REQUEST.

(Our Own Correspondent).

Shanghai, February 1.

In response to a request by China to add an additional five provinces to the list of provinces to which the import of Indian opium is prohibited, Sir John Jordan to-day advises China of British consent as regards Chihli and Kwangsi, but says he will investigate regarding Shantung, Anhui and Hunan.

COMPANY REPORT.

The Kowloon Land and Building Company Limited.

The Report of the Board of Directors to be submitted to the Ordinary Meeting of Shareholders, to be held at the Company's Offices, Victoria Buildings, at noon on Monday the 10th February, is as follows:—

Gentlemen, The Directors now submit to you a statement of the affairs of the Company, and Balance Sheet for the Year ending 31st December, 1912.

The Balance of Profit and Loss Account for the Year including \$465 02 balance brought forward from last account, after writing off all charges and expenses, amounts to \$18,156 45. The Directors recommend that a Dividend of \$2 80 per share be paid, which, after providing for Directors and Auditor's Fees, will leave a balance of \$806 45 to be carried forward to a new Profit and Loss Account.

Directors:—Messrs. T. F. Hough and J. M. E. Machado retire by rotation, but offer themselves for re-election.

Auditor:—Mr. H. C. Edwards, having resigned on leaving the Colony the Accounts have been audited by Mr. A. C. Hynes who now retires, but offers himself for re-election.

T. F. Hough,

Chairman.

Hongkong, 24th January, 1913.

Balance Sheet

Paid-up Capital...	180,000 00
Accounts Payable...	2,300 36
Dividends Outstanding...	321 80
Balance of Profit and Loss...	18,156 45
Total...	\$187,758 61

Assets.

Cost of Property...	\$181,759 00
Cash...	12,143 56
Accounts Receivable...	2,552 10
Total...	\$196,454 66

Profit and Loss Account.

To Charges...	\$972 05
By Balance...	2,177 50
By First Insurance...	527 50
By Crown Rent...	736 00
By Commission to Agents...	1,365 34
To Balance...	18,156 45
Total...	\$23,954 84

By Undivided Profit 1911...	465 02
By Rents...	23,117 60
By Interest...	69 92
By Scrap Ferry...	33 60
Total...	\$23,685 14

Mr. J. M. E. Machado, Chairman of the Board of Directors, has been elected to the office of Chairman of the Board of Directors.

The Rev. G. B. Berry will conduct a Gospel Meeting at the Seamen's Institute, at eight o'clock to-morrow evening.

For Consignees. Consignees of cargo from the S.S. Shimosa are asked to note that all goods remaining undelivered after Monday will be subject to rent.

For the Children. It is proposed to hold a children's pantomime at the Seamen's Institute on the 10th inst. The entertainment is being arranged by Mr. W. U. L. Warriner.

Mr. A. B. Hubback Returns. Mr. A. B. Hubback, who has been engaged in the Colony in designing the terminal station for the Kowloon-Canton Railway, left to-day by the Assaye for Singapore, being accompanied by Mrs. Hubback.

A. C. Hynes,

Auditor.

Hongkong, 24th January, 1913.

AN INTERESTING SCHEME.

Standardising Time in the Colony.

A new departure is about to be introduced by the Telephone Company of Hongkong. Mr. Bennett, the Assistant Manager, said to-day that, in view of the need for a standard time in the Colony, the Company is now establishing an electrical time service, which will shortly be ready.

"The clocks will be installed primarily at the top and bottom stations of the Peak Tramway, and at the Star Ferry Wharf," Mr. Bennett stated. Experimental clocks have been working in the Telephone Company's offices for several months, and they had given perfect satisfaction.

All the clocks on the system will be driven by a master clock in the Exchange, which actuates on half minute impulses, and which in turn, is controlled by special apparatus that is installed at the Royal Hongkong Observatory. The time will thus be correct to tenths of seconds and all the clocks must synchronize absolutely.

When asked about the arrangements that have been made for subscribers, Mr. Bennett stated that subscriptions will be on an annual basis, and that all maintenance will be supported by the Telephone Company.

"The system will probably be greatly extended," he added, "indeed we have many orders already to supply this new service," Mr. Bennett said. The clocks themselves, he explained, will be encased in any framing to suit the subscriber's taste, and the mechanism is hermetically sealed and is safe alike from tampering fingers and from weather.

All the wires will be carried by underground cables, thus ensuring perfect service, and the system will ultimately include all the districts that are now covered by the telephone lines.

The mechanism is extremely simple and consists of an electrically actuated magnet which is controlled by the observatory mechanism. The core of the magnet is actuated each half minute, and it, in turn, controls the lever which drives the clock mechanism.

The main batteries for the supply of power are now installed at the exchange, and, including line resistance, five volts is sufficient to operate with.

The charges for service, Mr. Bennett said, will vary according to distance, but will not be prohibitive.

The benefits of this service to clubs, hotels and business offices in general can readily be appreciated.

MR. BOLLES IN SAN FRANCISCO.

Mr. and Mrs. J. W. Bolles are due to leave San Francisco to-day for Hongkong. A recent issue of a San Francisco paper says:—Mr. and Mrs. J. W. Bolles of Hongkong, China, arrived in San Francisco this week from New York, and will remain at the Bellevue for two or three weeks before setting sail for the Orient. Mr. Bolles is at head of the Standard Oil Company's interests in the Far East, and his recent trip to the Eastern States of this country has been primarily in connection with Standard Oil affairs. Mr. Bolles is enthusiastic over the prospects of development and progress now possible in China under the new regime of government.

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LOCAL SPORT.

FOOTBALL.

United Services League Match.

With Sutherland on the left wing the R.E.s. turned out the same team against the D.O.L.s last evening as they did against the R.G.A.s on Monday, and with exactly the same result—a goalless draw. As an exhibition of football the match was as poor as one remembers seeing for some time past. Of individual brilliancy there was plenty, Pearson and Lewis for the Engineers, in particular doing well; but combination was poor on both sides. The R.E.s certainly had the best of the game but, as in previous matches, failed practically in the goal mouth; Johnson for the Cornwalls proving quite equal to the few shots that were at all likely to worry him.

There was one very disagreeable incident in the match and that was the ordering of Lewis off the field for a seeming trip. In an attempt to deprive an opponent of the ball he placed his leg right across his opponents path, succeeded in diverting the ball but brought his man down. A foul was appealed for and given, Lewis being ordered off the field. It was certainly unfortunate, but, remembering that Lewis is an interloper player, it seems unlikely that he would jeopardise his reputation by deliberate fouling, and in that light, the referee's decision met with some criticism.

The second half, like the first, was uneventful, the R.E.s keeping up a strong pressure but failing to get the goal which would have added another couple of points to their league score.

The teams were as follow:—R.E.s:—Rogers, goal; Collyer and Morrish backs; Ferrigan, Scott, and Palmer, halves; Lewis, Brown, Pearson, Kelly and Sutherland.

D.O.L.s:—Johnson goal; Gilt and Fife backs; List, Newman and Holmes halves; and, Moseley, Outmore, Beddows, Dunsford and Smith.

The second division of the Hongkong Football League is still a long way off completion, though the first division has finished. The delay is largely due to the inability of the Submarine team to play off their fixtures through absence from the Colony, and their games, together with outstanding matches of other teams, leave fifteen games yet to be played.

Interport Football. The Hongkong Interport Football team leaves here to-night by the S.S. Anhui and is due back on the 15th inst. This means that the team will have seven clear days in Shanghai and will play three matches in all. The first match will be an Interport one and will be played on the 7th. On the following day a match will be played with the Shanghai Football Club, and, on the 10th, the premier team of Shanghai, the Shanghai Recreation Club, will be accommodated.

The team will be as follows:—Swann, H.K. Police, goal; A. Hamilton, H.K.F.C., and Colner R.G.A., backs; D. Campbell, H.K.F.C., Barlow, Capt. H.K.F.C., and O. Wilkie H.K.F.C., halves; Lewis R.E., Green R.G.A., Pearson R.E., W. V. Pennell, H.K.F.C., and Dollman R.G.A., forwards. R. J. Brown H.K.F.C., is the reserve.

ALLEY BOYING. The annual match between the 2nd teams of the Hongkong Club and the Club Germania took place on Wednesday and Friday last. The team of the Hongkong Club carried off the match by 83 points. The individual scores are as follow:—

Hongkong Club.

Club Germania.

Club Germania.

Club Germania.

Club Germania.

Club Germania.

Club Germania.

Club Germania.

Club Germania.

Club Germania.

Club Germania.

Club Germania.

Club Germania.

Club Germania.

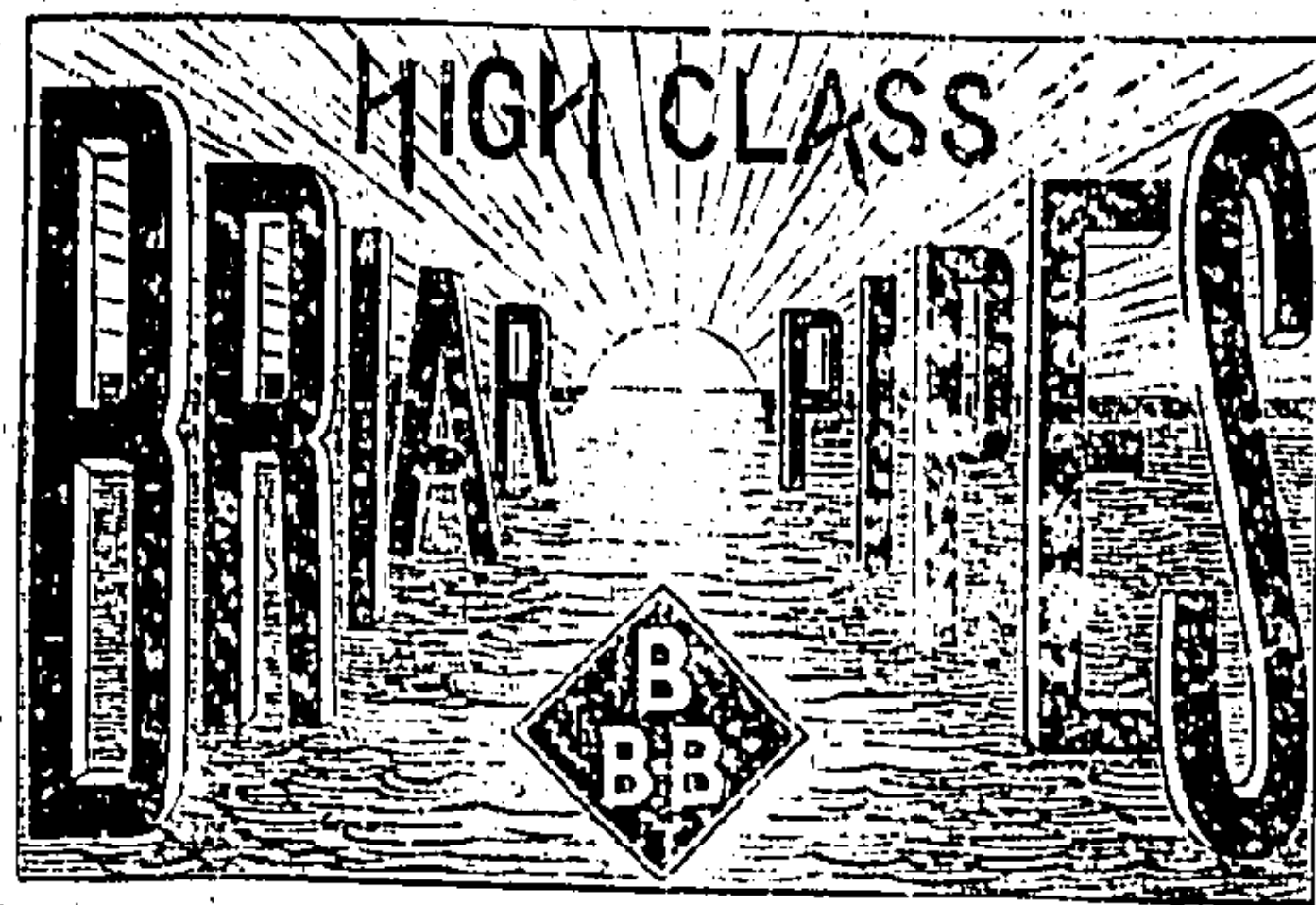
Club Germania.

Club Germania.

Club Germania.

Club Germania.

Club Germania.



POUCHES, CIGAR & CIGARETTE HOLDERS IN LARGE VARIETY.

KRUSE & CO.

OPPOSITE THE NEW POST OFFICE.

Baseball. A game has been arranged for to-morrow at Happy Valley between a team of the S.S. Korea, and the S.S. Minnesota's representatives. It is timed for half past two.

The line-up for both is:—

S. S. Korea	S. S. Minnesota
Phillips	1st B. Beers
Voordmayer	2nd B. Govo
Walker	3rd B. Buchanan
June	S. S. Peterson
Blake	Pitcher Parker
Leon	Catcher Porter
Mead	R. F. Hussy
Smith	L. F. Hutchins
George	C. F. Lewis
Arshlow	Sub McPhail
Carlisle	Sub Kneollinger

MR. POLLOCK LEAVES.

The Hon. Mr. H. E. Pollock K. C., and Mrs. Pollock left by the P. & O. Assaye, to-day, for home. They propose to return on November 7th next. There was a number of friends at Blake Pier to wish "bon voyage" to the travellers, Col. St. John, and Mr. and Miss Ede being amongst these present. Mrs. Pollock was the recipient of many flowers.

WEST END GAMBLING.

How Wealthy Youths Lose Their Fortunes.

The extraordinary growth in the number of gambling houses in London during the last few years may lead to the early introduction of stringent legislation. At present the police are greatly handicapped in their efforts to convict the owners of these establishments, as their powers are greatly limited by the Gaming Act of 1854.

There are scores of establishments, well known to the authorities, which exist solely as gambling dens, and yet their owners can continue their nefarious careers unchecked solely because the police are unable to induce the victims of these people to come forward to give evidence against them. To all outward appearance, these places are simply private residences, yet the upper floors are elaborately fitted up with almost every known gambling device.

Many innocent young men who have just come into inheritances and have been making the fact known about the West End have been lured to these dens by touts frequenting the resorts of these youths, and have been fleeced of many hundreds and, in some instances, of thousands of pounds. It is on record that on one occasion a sum of £20,000 was lost by a single individual, and this by a man who had travelled, and would be presumed to know the ways of such tricksters.

A Profit of £70,000. There is every inducement for the proprietors of these establishments to run the risk of the law. So well do some of them prosper that the police are aware that one owner of a particularly sumptuous gambling house in the neighbourhood of Victoria has cleared the respectable sum of £70,000 within the last few months. The combined profits of these dens, therefore, must be enormous; many young men have paid high for their experience.

Some interesting sidelights on the extent to which the evil has grown in London were given to an "Evening Standard" representative by Mr. John Sweeney, the ex-detective inspector of Scotland Yard. Mr. Sweeney, in his office at 5, Regent-street, has often been consulted by young men who have been the victims of these tricksters, and yet were unwilling to come forward to give the evidence necessary to secure a conviction.

"These gambling places," said Mr. Sweeney, "are scattered broadcast throughout the West End—in Piccadilly, Jermyn Street, Dover Street, Portland-place; in fact, in many places in Mayfair and Belgrave. Many of these establishments are carried on by men who have been convicted in other districts of London. These places nearly all resemble private houses, and a lot of young fellows are decoyed to them late at night from their clubs by decoy ducks prowling for the purpose.

What the Victims Could Tell.

"These men are on the look-out for youths who have come into money, and they invite them to their houses or flats for a good time. Sometimes they are assisted by a number of young women who are retained for the specific object. Although these places are well known to the police, it is difficult to get evidence, unless some of the victims, who have lost heavily, feel that they have been cheated, and give the police the necessary information to enable them to raid the premises.

"The game that is mostly played is chemin-de-fer; baccarat is not now so popular. And even women have now caught the gambling spirit. In fact, the losses of many of them will never be known. In many houses in the East End the same thing goes on, but, of course, in a humbler way and for smaller stakes."

Novel Punishment for Opium-smokers.

Opium smokers and dealers are now punished in a peculiar way at Hankow, says the "Hankow Daily News." The culprit is beheaded through the streets by two policemen, wearing a red cap. Over his head is placed a sign which his misdeeds are written. But the most peculiar thing is that he wears a mask, probably to prevent him from "losing face."

Kallan Mining Administration. The total output of the Administration's mines for the week ending 18th January, 1913, amounted to 41,458 83 tons and the S.S. during period, to 31,551 33 tons.

DON'T FORGET.

TO-DAY. Hughes Comedy Coy Victoria Theatre 9 p.m. Bijou, 9.15 p.m. Bexing, City Hall, 9 p.m.

TO-MORROW. Hughes Comedy Coy, Victoria Theatre, 9 p.m. Bijou, 9.15 p.m. Monday, Feb. 3.

Lady May at the Belknap School. H. K. Gymkhana Club Meeting, Jockey Club room. H. K. Club Annex, 5.15.

Distribution of Prizes C. M. S. Girls High School.

DAIRY FARM NEWS.

Now then—Variety is the spice of life, and a change of diet is good for all of us. We provided you with Sausage the finest in the land, now we have imported for your consumption, DIRECT from LONDON.

KIPPERS, HADDOCKS, FILLETS.

Just landed and in prime Condition.

We have received from the NORTH

1,000

BRACE of PHEASANTS,

they are subject to your order.

WM. POWELL, LTD.

MILLINERY DEPARTMENT

NEW PARIS MODELS

IN PLAIN STYLES

MADE OF BEAUTIFULLY COLOURED

TUSCAN STRAW.

INSPECTION INVITED.

WM. POWELL, LIMITED.

LANE, CRAWFORD & CO.

STOCKTAKING

SALE

IN OUR

LADIES AND GENTS

OUTFITTING DEPTS

COMMENCES

MONDAY, FEB. 3RD.

LANE, CRAWFORD & CO.

THERE IS ONLY ONE

KING GEORGE

IV.

SCOTCH WHISKY

AND

There is Only One Quality

OF

"K. G. IV."

WHISKY.

There are no cheaper or more expensive grades.

ONE STANDARD QUALITY

AT

ONE STANDARD PRICE

CAPITAL £3,000,000

STERLING.

SOLE AGENTS

GANDE, PRICE & CO., LTD.,

HONGKONG & SHANGHAI.

TEL. No. 186.

Hongkong 27th January 1913.

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S.

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Sailings from Hongkong and St. John, M. B.		
"E. of Japan" ...	Feb. 8	"E. of Ireland" ... Mar. 7
"Monteagle" ...	March 8	"E. of Ireland" ... April 4

All steamers leave Hongkong at 7 A.M.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
82] Corner Pedder Street and Praya (Opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On
SHANGHAI HANGSANGT Tuesday, 4th Feb., at daylight.
YHAMA, KOBE & MOJI YATSHING Tuesday, 4th Feb., at Noon.
SHANGHAI via SWATOW CHOYSANGT Sunday, 2nd Feb., at daylight.
SINGAPORE, PENANG & GALUTTA FOOKSANGT Thursday, 6th Feb., at Noon.
SHANGHAI, KOBE & MOJI NAMSANGT Saturday, 8th Feb., at Noon.
MANILA LOONGSANGT Saturday, 8th Feb., 2 P.M.

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 8 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lainsang" and "Kunsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin, Dairen, Weihaiwei, Tsingtau.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215. General Managers. [8]

THE ROYAL MAIL STEAM PACKET COMPANY "SHIRE" LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	PEMBROKESHIRE	6th Feb.
SHANGHAI, KOBE & YOKOHAMA	DEN OF CROMBIE	10th Feb.
LONDON & ANTWERP	CARMARTHENSHIRE	1st March.
SHANGHAI, KOBE & YOKOHAMA	DEN OF GLAMIS	10th March.

* Does not carry Passengers.

These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., AGENTS. [94]

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE CHINA NAVIGATION CO., LTD.
HONGKONG-CANTON LINE.

HONGKONG TO CANTON CANTON TO HONGKONG
SATURDAY, 1st FEBRUARY.
10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."
SUNDAY, 2nd FEBRUARY.
10.00 p.m. "HEUNGSHAN." 4.00 p.m. "HONAM."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651
HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO

SUNDAY, 2nd FEBRUARY.

The Company's Steamship, "SUI AN."

will depart from the Company's WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WING LOK STREET WHARF.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M.

Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 589 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

HOTEL MATHESON (FIRST FLOOR),
Opposite the Bank of China.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destination.	Steamers	Sailing Dates.
JAPAN	HITACHI MARU (Capt. Y. Yamane)	T. 12,500 { SATURDAY, 1st Feb. 1st
JAPAN	TOTOMI MARU (Capt. A. Mocker)	T. 5,000 { SATURDAY, 1st Feb. 1st
SINGAPORE via Singapore and Colombo	KAWACHI MARU (Capt. A. Christensen)	T. 12,500 { MONDAY, 3rd Feb. 1st
SHANGHAI, KOBE & YOKOHAMA	KIRIN MARU (Capt. Deguchi)	T. 5,000 { MONDAY, 3rd Feb. 1st
SINGAPORE, PENANG, RANGOON & Ceylon	ITOSA MARU (Capt. T. Sato)	T. 12,000 { SATURDAY, 8th Feb. 1st
AMERICA &c.	SINABA MARU (Capt. S. Tomioka)	T. 12,500 { TUESDAY, 11th Feb. 1st
	SHIDZUOKA MARU (Capt. T. Iriwawa)	T. 12,500 { TUESDAY, 25th Feb. 1st
EUROPE &c.	KAGA MARU (Capt. G. Tabata)	T. 12,500 { WEDNESDAY, 12th Feb. 1st
	ATSUTA MARU (Capt. J. Nagao)	T. 16,000 { WEDNESDAY, 26th Feb. 1st
NZAKI, KOBE & YOKOHAMA	KUMANO MARU (Capt. M. Winkler)	T. 9,300 { WEDNESDAY, 12th Feb. 1st
AUSTRALIA &c.	KUMANO MARU (Capt. M. Winkler)	T. 9,300 { WEDNESDAY, 12th March, at daylight.

† Cargo only.

§ Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1913.

FOR EUROPE.

Steamer.	Tons displacement.	Leaving H.K.
Mishima Maru	16,000	29th January.
Kaga Maru	12,500	12th February.
Atsuta Maru	16,000	26th February.
Hitachi Maru	13,000	12th March.
Miyasaki Maru	16,000	26th March.
Kitano Maru	16,000	9th April.
Iyo Maru	12,500	23rd April.
Hirano Maru	16,000	7th May.
Tango Maru	18,500	21st May.

FOR AMERICA.

Steamer.	Tons displacement.	Leaving H.K.
Inaba Maru	12,500	11th February.
Shidzuka Maru	12,500	25th February.
Tamba Maru	12,500	11th March.
Awa Maru	12,500	25th March.
Sado Maru	12,500	4th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidzuka Maru	12,500	20th May.

(Subject to change without notice.)

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail.
SHANGHAI	"ANHUI"	1st Feb., Midnight.
SWATOW, AWOY & SHANGHAI	"SHENGKING"	2nd, Feb. ...D.L.
MANILA, CEBU & ILOILO	"KAIFONG"	5th Feb., 4 p.m.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—Twin Screw Steamers "Tea" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. "Kaifong" is situated on deck, aft. Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chinkwa)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

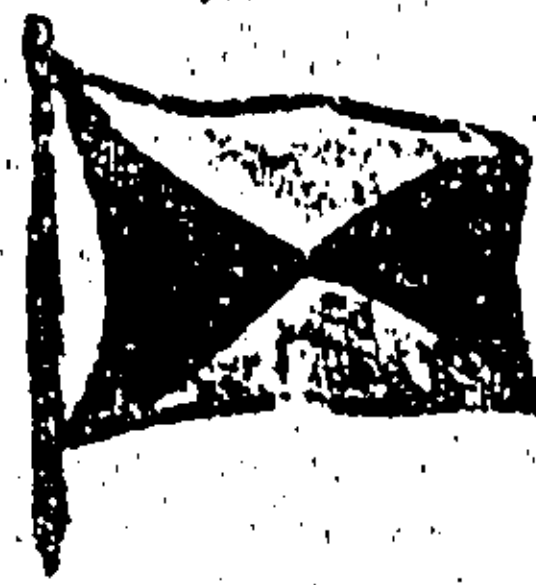
BUTTERFIELD & SWIRE.

Telephone No. 38.

Hongkong, 29th January, 1913.

Shipping

HONGKONG—PHILIPPINES. PHILIPPINES STEAMSHIP CO



Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	4000	F. S. MacMurray	Manila, Mangarin, Iloilo and Cebu.	WEDNESDAY, 6th Feb., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 15th Feb., 4 P.M.

AMERICAN ASIATIC STEAMSHIP COMPANY.
NEW YORK, PHILIPPINES, CHINA, JAPAN, LTD.
Philippines Carnival Feb. 1 to 3 1913.
For Freight or Passage apply to

SHEWAN TOMES & CO. GENERAL MANAGERS

Hongkong 27th January, 1913.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tibodas	JAVA	1st half Feb.	SHANGHAI	1st half Feb.
Tililap	JAVA	1st half Feb.	JAPAN	1st half Feb.
Tilliwang	JAVA	1st half Feb.	JAVA	1st half Feb.
Timahi	JAPAN	1st half Feb.	JAVA	1st half Feb.
Timanok	JAVA	1st half Feb.	JAPAN	1st half Feb.
Tipanas	JAVA	2nd half Feb.	SHANGHAI	2nd half Feb.
Tikini	JAVA	2nd half Feb.	JAPAN	2nd half Feb.
Titarcom	JAPAN	1st half Mar.	JAPAN	1st half Mar.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon-passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN, York Building.

Telephone No. 375

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Shinyo Maru"	22,000	H. S. Smith	Feb. 11th, Noon.
S.S. "Chiyo Maru"	22,000	W. W. Greene	Mar. 11th, Noon.
S.S. "Nippon Maru"	11,000	A. G. Stevens	April 1st, Noon.
S.S. "Tenyo Maru"	22,000	E. Bent	April 8th, Noon.

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and post office.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU on TUESDAY, the 1st April, 1913, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of sailing
Kiyo Maru	17,200	Saturday, February 1, Noon 1913.
Buyo Maru	10,500	Thursday, April 3, Noon 1913.
Hongkong Maru	11,000	Wednesday, June 4, Noon.

For Further Particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent.
(KING'S BUILDING Opposite Blake Pier) [1]

"THE BIG" 4 OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
27,000 tons, twin screws.	27,000 tons, twin screws.	27,000 tons, twin screws.	27,000 tons, twin screws.
Also 11th, 11,000 tons, China, 10,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Hanoi (The Paradise of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

THE COST is not more by this route with its unrivalled opportunities, than by any other route.

For return tickets to London the cost is but £20, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £25. For the INTERMEDIATE SERVICE First Class accommodations are provided for 24 to London (return ticket £20) and to San Francisco £24. SPECIAL RATES to officers, Army, Navy, Customs or Civil Service.

Steamers: Korea ... 18,000 Tons Starting, Feb. 4th, at 1 p.m.

Siberia ... 18,000 " Feb. 18th, at 1 p.m.

China ... 10,200 " Feb. 25th, at 8 p.m.

Manchuria ... 27,000 " Mar. 4th, at 1 p.m.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG. From MANILA.

Leave	Arrive	Leave	Arrive
Hongkong.	Manila.	Manila.	Hongkong.

Feb. 26 CHINA Feb. 27 Feb. 21 MANCHURIA Feb. 23

Mar. 18 NILE Mar. 27 Mar. 8 NILE Mar. 10

Apr. 16 PERSIA Apr. 17 Mar. 16 MONGOLIA Mar. 18

May 18 CHINA May 16 Apr. 5 PERSIA Apr. 7

* Intermediate Steamers. LET US PLAN AN ITINERARY FOR YOU

King's Building (opp. Blake Pier). FRED J. HALTON, Telephone No. 741

Hongkong, 29th January, 1913. Agent. [56]

Manila-Pacific International Expedition-San Francisco-1913.

Developing, Printing & Engraving

Hongkong, 1st May, 1911.

Hongkong, 23rd May, 1912.

Hongkong, 1st May, 1911.

Hongkong, 23rd May, 1912.

Hongkong, 1st May, 1911.

Hongkong, 23rd May, 1912.

Hongkong, 1st May, 1911.

Hongkong, 23rd May, 1912.

LOS BOON.

The Storm.

The rainstorm experienced in the Nagasaki district on 'U to 23rd ult. culminated in a heavy gale which lasted, says the "Press," throughout the night and inflicted, in the aggregate, considerable financial loss. Ashore, wooden houses, trees, and other forms of property were blown down. In the harbour, 17 lighters, owned by the Mitsui Bussan Kaisha and moored off Naminohira, founded; they were filled with coal, intended for the Tenyo-maru. There was no loss of life and the boats can be recovered.

Vessels Icebound at Vladivostok.

According to a Vladivostok despatch received in official Japanese quarters, exceptionally severe weather is being experienced there. The sea is frozen over for several miles south of Asodo Island and the ice shattered by the ice-breaker is not carried away from the harbour, owing to the absence of a north wind, but remains and obstructs navigation. Several Japanese steamers are ice-bound near the entrance to the harbour and considerable losses will be sustained through delay in the shipment of soya beans. The harbour authorities are negotiating with the Naval Department for the loan of ice-breakers as the one vessel in service is incapable of keeping the passage clear.

The Olympic.

A New York newspaper states that plans have been considered by the directors of the International Mercantile Marine Company with a view of placing the Olympic under the American flag. The move it is said, will be accomplished under a "joker" in the Panama Canal Bill, which will permit vessels of concern now with foreign managing directors to sail under the American flag merely by placing their control in the hands of citizens of the United States. The plan is said to be part of a proposition for making the American Line the leading steamship line of the Combine, instead of the White Star. If the scheme matures, the Olympic will become a part of the American Line.

Yacht Boilers Burst.

New York, January 8.—The unusual experience of a millionaire having to flee from his private yacht to save his life, has befallen Mr. T. W. Chesborough, who, with his wife and four members of the crew of his yacht, has arrived at Titusville, in Florida, in a small open motor-boat. The yacht, the Huntress, which was luxuriously furnished, was proceeding from Miami, in Florida, to New York, when during the night the boilers exploded, instantly killing three of the crew and tearing a great hole in the yacht's side. So quickly did the vessel settle that Mr. Chesborough and his wife, with the aid of the surviving members of the crew, had barely time to launch a motor-boat and escape. They had not gone far when the Huntress sank. The shipwrecked party spent forty-eight hours in the open boat, groping through a dense fog towards the land, and they were ill and exhausted when they arrived at Titusville.

Steamers to be Registered at Dairen.

Following the example set by the Kobe Steel Works, otherwise known as Messrs. Suzuki & Co., which have purchased two foreign steamers for registration at Dairen, five more shipowners of Kobe have contracted for the purchase of 9 foreign steamers, aggregating about 50,000 tons, as seen below:—

Buyers.	No. of Vessels.
Mr. G. Kishimoto	 3
Mr. T. Okazaki	 2
Mr. K. Tatsuuma	 2
Mr. J. Nakamura	 1
Mr. S. Nakamura	 1

The above steamers are to be taken delivery of in the course of next month says the "Manchuria Daily News." Of the above, 3 vessels purchased by Mr. Tatsuuma, representative of Messrs. Tatsuuma & Co., of Dairen, will be registered also at Dairen. It may be added that the vessels registered so far by the Marine Office, Dairen, total 40 in number with gross tonnage of about 60,000 tons.

Filled Haddock, Kippers, Bloaters, own Smoked Fish, Fried fish, and Chipped Potatoes.

ALFRED A. CARR CO.

Shipping

HAMBURG-AMERIKA
LINIE.IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES
via STRAITS and COLOMBO,
ToMarseilles, Havre, Bremen and Hamburg and New York.
And from Hongkong, Manila and Japan to Vancouver (B.C.) and Portland (Or.)Taking Cargo at Through rates to all European, North Continental and British Ports, also Trieste,
Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and
Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Havre, Bremen & Hamburg:
O. J. D. AHLERS, 11th Feb.	S.S. ALTMARK, 5th Feb.
SILESIA, 16th Feb.	For Marseilles, Bremen, H. & Antwerp:
SUEVIA, 15th Feb.	S.S. GOLDENFELS, 10th Feb.
SCHWABENBURG, 23rd Feb.	For Havre, Rotterdam, Bremen & Hamburg:
SCANDIA, 19th March	S.S. BELGRAVIA, 15th March
SITHONIA, 22nd March	For Marseilles, Bremen & Hamburg:
	S.S. O. J. D. AHLERS, 16th March
	For Vancouver & Portland (Or.):
	S.S. SITHONIA, 22nd March
	For Havre & Hamburg:
	S.S. SILESIA, 23rd March.

For Vancouver (B.C.) and Portland (Or.) S.S. SITHONIA 23rd March.
For Further Particulars, apply to—Hamburg-Amerika Linie,
Hongkong Office. [12]BRITISH INDIA S. N.
CO., LTD.NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.WESTWARD.
The S.S. "FULTA" 4,641 tons gross, Capt. H. W. Tallent, will be
despatched for SINGAPORE, PENANG and RANGOON on the 9th February
at noon, taking cargo at current rates.EASTWARD.
The S.S. "QUILLOA" 6,797 tons gross, Captain Commack, will be
despatched for YOKOHAMA & KOBÉ on the 11th February, at noon, taking
cargo and passengers at current rates.
For Freight or Passage, apply toJARDINE, MATHESON & CO., LTD.,
AGENTS.
Telephone No. 215,
Hongkong, 29th January, 1913. [1]THE AUSTRALIAN
ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
CHANGSHA	5th February.	3rd February.
TAIYUAN	11th February.	11th February.
GUTHRIE	10th February.	14th February.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful
supply of ice, fresh provisions etc., and have superior accommodation with Elec-
tric Light throughout and Electric Fans in the State-rooms. A duly qualified
Doctor is carried. Reduced Fares, Cargo booked through for all Australian
New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire
Agents.

Telephone No. 36.

LOG BOOK.

S.S. "Patroclus."

We understand that at the trial
run yesterday (Jan. 20) of the
Blue Funnel s.s. Patroclus the
repair work to her damaged pro-
peller was tested by a foreign
engineer representing Lloyd's
Agents. He pronounced the work
to have been admirably done,
and to reflect the greatest credit
on the local branch of the Kawa-
saki Dockyard Co.—"Manchuria
Daily News."Trawlers and Cables—Official
Statement.The "Japan Times" reports
that Mr. Shujiro Urata, Engineer
of the Communications Depart-
ment, makes substantially the
following statement in a press
interview in regard to the pro-
tection of submarine cables:"The Trawlers' Union held
an extraordinary general meeting
in Shimomoto, on December
26th, and passed a resolution to
the effect that they should
prepare a patrol ship for them-
selves in order to pay
special attention to trawlers
which are frequently guilty
of breaking submarine cables.
There had been such a tendency
for the trawlers to conceal the
offences, and persisting in deny-
ing them. However, it is rely
an encouraging sign that they
should turn their attention to
considerations of public morality."Owing to the frequent interrup-
tion of the submarine cable
service between Taiwan and
Nagasaki recently, the Depart-
ment of Agriculture and Com-
merce has now under construction
a patrol ship for keeping trawlers
away from the cables, and the
vessel will be completed by
the end of March. The authori-
ties of the Department of
Agriculture and Commerce have
recently discussed the issuing of
an order to stop fishing in certain
waters until the new patrol ship
is completed. They also suggest
that the Communications Depart-
ment should offer the services of
the Unyo-maru of the Depart-
ment of Agriculture and Com-
merce to take up the duties of
watching the trawlers, but the
question is not yet decided. In
any case it is a hard task for a
patrol ship to supervise the
trawlers over so wide an area.
The best policy in protecting the
submarine cables is therefore, to
rely upon the trawler's public
spirit. We can find no other
way."Form in Cargo Boats.
The tendency towards bigger
ships which has manifested itself
of recent years has, of course, its
main impulse in the striving after
economy. Says an exchange, other
things being equal, the larger
ship is bound to have greater
earning power than the smaller
vessel, because she can carry
more cargo at relatively less cost

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London	Assays	P. & O. Co.	1 February
London and Antwerp	Pembrokehire.	J. M. & Co.	6 Feb., about
London and Antwerp via Singapore, &c.	Sunda	P. & O. Co.	5 Feb., about
Havre and Hamburg, &c.	Altmark	H. A. L.	6 February
Havre, Bremen and Hamburg, &c.	Brigavia	H. A. L.	8 March
do do do	O. J. D. Ahlers	H. A. L.	16 March
Mexico, Peruvian and Chili via Japan	Kiyo Maru	T. K. K.	1 February
Cape Ports via Mauritius	Duneric	Bank Line	End of February
Copenhagen and Baltic Ports	Canton	A. N. & Co.	3 February
Marseilles, London & Antwerp via S'pore, &c.	Goldenfels	H. A. L.	10 February
Marseilles, Bremen, and Hamburg, &c.	Kaga Maru	N. Y. K.	12 February
Naples, Genoa, Algiers, Gibraltar, S'pore, Manila	Belgravia	H. A. L.	15 March
Trieste, &c.	Gosben	M. & Co.	4 February
Trieste, Fiume, Venice via Singapore, &c.	Bohemia	S. W. & Co.	13 February
	Vorwaerts	S. W. & Co.	10 Feb., about

New York, San Francisco and Canada.

Boston & New York via Ports & Suez Canal	In-ladeo	S. T. & Co.	26 Feb about
San Francisco via Shanghai and Japan, &c.	Korea	P. M. Co.	4 February
do do do do	Shinyo Maru	T. K. K.	11 February
New York via Suez Canal	Indrawadi	J. M. & Co.	15 February
Victoria, B.C., and Tacoma via Keelung, &c.	Mexico Maru	O. S. K.	5 February
Victoria, B.C., and Seattle via Shanghai, &c.	Isaba Maru	N. Y. K.	11 February
Vancouver	Monteagle	C. P. R. Co.	8 March
Vancouver via Shanghai and Japan, &c.	Empress of Japan	C. P. R. Co.	8 February
Vancouver B.C., and Portland (Or.)	Sithonia	H. A. L.	23 March

Australia.

Australian Ports via Manila	Eastern	G. L. & Co.	1 February
do do do	Nikko Maru	N. Y. K.	12 February
do do do	Changsha	B. & S.	3 February
do do do	Prinz Sigismund	M. & Co.	22 February

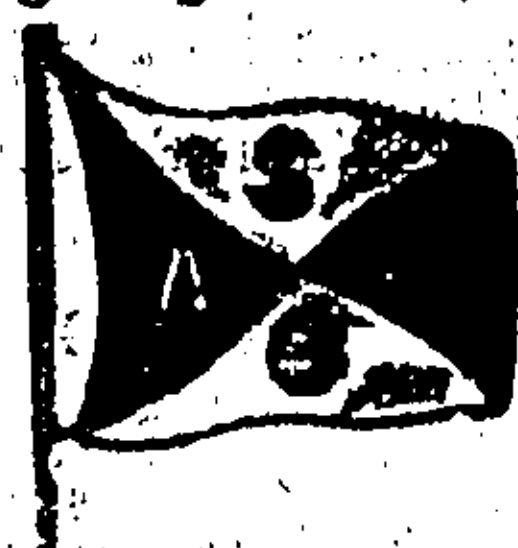
Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroom	J. C. J. L.	Quick despatch
do do do	Tjimali	J. C. J. L.	Quick despatch
Singapore, Penang and Calcutta	Booksang	J. M. & Co.	6 February
do do do	Arratoon Apear.	D. S. & Co.	12 February
Singapore, Penang and Rangoon	Fultala	J. M. & Co.	9 February
Singapore, Penang, Rangoon and Calcutta	Ysa Maru	N. Y. K.	8 February
Bombay	Kawachi Maru	O. S. K.	3 February
Japan	Tjiliwong	J. C. J. L.	Quick despatch
Kobe and Moji	Yatsing	J. M. & Co.	4 Feb., about
Kobe and Yokohama	Prinz Sigismund	M. & Co.	4 Feb., about
do do	Hitachi Maru	N. Y. K.	1 February
Nagasaki, Kobe and Yokohama	Kumano Maru	N. Y. K.	12 February
Yokohama and Kobe	Fazilka	J. M. & Co.	7 February
do do	Quilon	J. M. & Co.	11 February
Yokohama and Kobe via Shanghai	E. F. Ferdinand	S. W. & Co.	1 Feb., about
Anping and Takao via Swatow and Amoy	Sosha Maru	O. S. K.	5 February
Tamsui via Swatow and Amoy	Daijin Maru	O. S. K.	2 February
Foochow via Swatow and Amoy	Kaijo Maru	O. S. K.	12 February
Swatow	Haimun	D. L. & Co.	2 February
Amoy and Foochow	Hailong	D. L. & Co.	9 February
Swatow, Amoy and Foochow	Haitan	D. L. & Co.	31 January
do do do	Haiyang	D. L. & Co.	4 February
Swatow, Amoy and Shanghai	Shoeking	B. & S.	2 February
Manila	Yuensang	J. M. & Co.	1 February
do do	Loongsang	J. M. & Co.	8 February
Manila, Cebu and Iloilo	Kailong	B. & S.	4 February
Manila, Mangarin, Iloilo and Cebu	Zafiro	S. T. & Co.	5 February
do do do	Rubi	S. T. & Co.	15 February
Shanghai, Moji, Kobe and Yokohama	Namur	P. & O. Co.	7 Feb., about
Shanghai, Moji and Kobe	Totomi Maru	N. Y. K.	1 February
Shanghai, Kobe and Moji	Tuonwa	D. S. & Co.	14 February
do do do	Namsang	J. M. & Co.	8 February
Shanghai, Kobe and Yokohama	O. J. D. Ahlers	H. A. L.	11 February
do do do	Dan of Crombie	J. M. & Co.	10 Feb., about
do do do	Kirin Maru	N. Y. K.	3 February
Shanghai via Swatow	Paul Leat	M. M. Co.	10 February
Shanghai	Derflinger	M. & Co.	6 Feb., about
do do	Choyssang	J. M. & Co.	2 February
do do	Tjilatjap	J. C. J. L.	Quick despatch
do do	Tjibodas	J. C. J. L.	Quick despatch
do do	Tjikini	J. C. J. L.	Quick despatch
do do	Anhui	B. & S.	1 February
do do	Hangsang	J. M. & Co.	4 February
do do	Africa	S. W. & Co.	1 March

From some other points of view
the increased size of liners may
in part be explicable, but the
tramp steamer, which nowa-
days approaches the dimen-
sions of the aforesaid liner,
is a signal example of the attempt
to attain the most favourable
conditions of transport. Just now
another aspect of the problem has
come up for further discussion,
namely, the difference in econo-
mic results which may ensue from
the form as well as the size of the
vessel. The substance of the
argument is that, more especially
in the case of vessels going long
voyages, the tramp steamer of the
finely-lined type, has advantages
which are not to be overlooked in
these days of active competi-
tion. Mr. C. W. Cairns, of
Newcastle-on Tyne, puts the
later 'eighties as the date at
which the disposition to build
cargo steamers too full aft began
to show itself. Prior to that
the influence of the sailing ship was
still dominant, and the idea of
"cramping in" as much dead
weight as possible" had not co-
curred. Some eight years ago
Messrs. Cairns, Noble, and Co.
began to order tramp steamers
with rather finer lines, and their
experience, Mr. Cairns says, is
that the idea may well be carried
further. In the worst of weather

To Sail

Hongkong - New York.

AMERICAN ASIATIC S.S. CO.
FOR NEW YORK via SUEZ
CANAL.HONGKONG-NEW YORK
(With liberty to call at the Malabar
Coast)British S.S. "INDRADEO"
on or about 26th February, 1913.
For freight and further information,
apply toSHEWAN, TOMES & Co.,
General Agents.
Hongkong, 27th Jan., 1913. [18]the boat with finer lines is
apparently able to make some
progress when the full steamer
may have to be brought up to a
head-sea. The attention which
is being to this subject is but a
proof of the keenness of the
modern shipowner.

To Sail

Regular Steamship Service

With Liberty to call at the
Malabar Coast

PROPOSED SAILING FROM HONGKONG

FOR BOSTON & NEW YORK

S.S. "LOVAT" } on or about
30th Jan.For Freight and further information,
apply toDODWELL & CO., LTD.
Agents.
Hongkong, 24th Jan., 1913. [103]

"INDRA" LINE, LIMITED.

FROM NEW YORK VIA
SUEZ CANAL.(With liberty to call at the Malabar
Coast)

THE Steamship

"INDRAWADI"

Capt. Charters, will be despatched as
above on 15th February.

For Freight and Passage apply to

JARDINE, MATHESON & Co.,
LTD.Agents.
Hongkong, 24th Jan., 1913. [105]MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel
Shanghai.	Choyssang.
Swatow.	Haimun.
Formosa.	Daijin Maru.

DEPART ON MONDAY.

For	Vessel
Shanghai.	Shenking.
Australia.	Changsha.
Macao.	Sui Tai.
Saigon.	Tjiliwong.
Copenhagen.	Canton.
Japan.	Kirin Maru.
Bombay.	Kawachi Maru.

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessels
Weihaiwei.	Hopsang.
Manila.	Zafiro.

ARRIVE ON MONDAY.

From	Vessels
Sydney.	Prinz Sigismund.
Vladivostok.	Canton.

AMERICAN MAIL.

The P. M. s.s. China, sailed
from San Francisco on the 17th
ult., for Hongkong, via Honolulu,
Japan Ports and Manila.The P. M. s.s. Manchuria, left
San Francisco for this port, via
Honolulu, the usual Japan Ports
and Manila on the 23rd ult.The P. M. s.s. Siberia, carrying
the American mail left Yokohama
for this port via Manila on the
28th ult., between 10 a.m. and
noon.The P. M. s.s. Korea, will leave
this port at 1 p.m. on the 4th inst.,
for San Francisco, via Shanghai
the usual Japan Ports and Hon-
olulu.The T. K. K. s.s. Chiyo Maru,
leaves San Francisco for Hong-
kong via usual ports of call and
Manila on the 1st inst., and may
be expected here on the 4th prox.The T. K. K. s.s. Nippon Maru,
leaves Honolulu for San Fran-
cisco on the 1st inst., where she
is due to arrive on the 7th inst.The T. K. K. s.s. Tenyo Maru,
left Yokohama for Honolulu on
the 27th ult., and is due at San
Francisco on the 13th inst.The P. M. S. Co. s.s. Nile, arriv-
ed at San Francisco on the 29th
ult.

CANADIAN MAIL.

The C. P. R. s.s. Empress of
India, left Yokohama for Victoria
and Vancouver, B.C., on the 19th
ult., at noon.The C. P. R. s.s. Monteagle, left
Vancouver, B.C., for Hongkong
via usual ports of call on the 27th
ult., at a.m.

AUSTRALIAN MAIL.

The I. G. M. s.s. Prinz Sigis-
mund, left Sydney on the 15th ult.,
at 11 a.m., and may be ex-
pected here on or about the 3rd
inst.The E. and A. s.s. Aldenham,
left Sydney on the 15th ult., for
this port, via Queensland ports
and Manila.The E. and A. s.s. Empire, left
Sydney on the 20th ult., for this
port, via Queensland ports, Timor
and Manila.

GERMAN MAIL.

The I. G. M. Derflinger, car-
rying the German mails, with
dates from Berlin of the 8th ult.,
left Colombo on the 26th ult., and
may be expected here on or about
8th inst.

FRENCH MAIL.

The M. M. s.s. Magellan, with
the outward French mail, will
leave for Europe on the 11th
inst., at 1 p.m.

MERCHANT STEAMERS.

The T. K. K. s.s. Boyo Maru,
left Manzanillo for Hongkong on
the 28th ult., and is due in Hong-
kong on the 20th prox.The T. K. K. s.s. Hongkong
Maru left Callao for Iquique and
Valparaiso on the 28th ult.The s.s. Zafiro left Manila on
the 30th ult., and is due here on
the 2d inst., at daylight.The I. C. S. N. s.s. Namsang,
from Singapore, is due at Hong-
kong on the 5th inst.The I. C. S. N. s.s. Fookshing,
from Quoyas, is due at Hong-
kong on the 5th inst.The I. C. S. N. s.s. Fookshing,
from Moji, is due at Hongkong on
the 1st inst.The I. C. S. N. s.s. Hopsang,
from Bangkok, is due at Hong-
kong on the 4th inst.The Shire Line s.s. Don of
Crombie, from London, is due at
Hongkong on the 8th inst. She
passed Canal on the 7th ult.The B. I. S. N. s.s. Quilloa, from
Rangoon, is due at Hongkong on
the 12th inst.The s.s. Glenfarg, passed the
Suez Canal on the 24th ult., for
Hongkong via Straits.The s.s. Inverclyde, from New
York, is due to arrive on the 4th
inst.The R. V. F. s.s. Kostroma, left
Colombo on the 27th ult., and is
expected to arrive in Hongkong
on the 10th inst.The R. V. F. s.s. Yaroslav, left
Colombo on the 28th ult., and is
expected to arrive in Hongkong
on the 11th inst.The Ben Line s.s. Benvenue
from Middlesbro, Antwerp and
London left Singapore on the 26th
ult., for this port.The Swedish East Asiatic s.s.
Canton, left Vladivostok on the
27th ult., and is expected to
arrive here on the 3rd inst.

VESSELS IN PORT.

Steamers.

Cheongshing, Br. s.s., 1,909, Lid-
dell, 29th Jan.—Bangkok
20th Jan., Gen.—J. M.
& Co.Daijin Maru, Jap. s.s., 899, D.
Fuchigami, 30th Jan.—
Tamsui 27th Jan., Gen.—
O. S. K.Duneric, Br. s.s., 1,210, Joh. Tul-
lock, 21st Jan.—Bangkok
13th Jan., Rice.—B. L.Empress of Japan, Br. s.s., 3,087,
S. Robinson, R.N.R., 18th
Jan.—Vancouver, B.C.
26th Dec., Mail and Gen.—
C. P. R. Co.Haimun, Br. s.s., 641, Evans,
31st Jan.—Swatow 30th
Jan., Gen.—D. L. & Co.Kailong, Br. s.s., 1,025, Bidford,
17th Jan.—Manila 14th
Jan., Gen.—B. & S.Korea, Am. s.s., 5,651, A. H. Nel-
son, 28th Jan.—San Fran-
cisco via Manila
27th Dec., Gen.—P. M.Kumchow, Br. s.s., 1,450, Martin,
28th Jan.—Saigon 23rd
Jan., Rice.—ChineseMexico Maru, Jap. s.s., 3,760, N.
Kobayashi, 27th Jan.—
Tacoma and Ports 24th
Dec., Gen.—O. S. K.Minnesota, Am. s.s., 13,323, T. W.
Garlick, 24th Jan.—
Seattle 16th Dec., and
Manila 22nd Jan., Gen.—
N. Y. K.On Sang, Br. s.s., 1,800, Call, 31st
Jan.—Chinwangtao 24th
Jan., Coal.—J. M. & Co.Shanxi, Br. s.s., 1,232, Simons,
27th Jan.—Canton 26th
Jan., Gen.—B. & S.Shinyo Maru, Jap. s.s., 7,226, H.
S. Smith, 31st Jan.—San
Francisco 4th Jan., Gen.—
T. K. K.Volante, Br. s.s., 2,995, Wilton,
27th Jan.—Kobe 30th
Jan., Ballast.—J. P. Co.Cooked Ham \$1.40 per lb.
Canned Beef, Pork and Beans
ALBANY/KE 1 AFB CO.

HOTEL LISTS.

Hongkong Hotel.

Adair, Mr. and Hughes, Mr. & Mrs. W. R.
 Aurely, G. Hunt, M. J.
 Bagley, Mr. and Innes, Capt. R. Mrs. R. A.
 Baldwin, G. L. N. E.
 Barberini, E. T. Keyseil, T. E.
 Baring, M. Komor, S.
 Barker, S. Kopp, A.
 Bate, E. R. Kruseman, A.
 Beaumont, G. A. Kubitz, Dr.
 Beauregard, Larsell, Dr. and Comte G. C. de Mrs. S. L.
 Behn, Mrs. E. Lloyd, G. T.
 Bell, Mr. and Mrs. Lopes, J. M. C. D. J.
 Bellis, Mrs. E. MacKenzie, A. R. S.
 Bena, G. A. MacGregor, N.
 Bennett, Mr. and C. MacLennan, D.
 Bethell, Mrs. H. G.
 Beynon, Capt. Macado, J. M. G. R.
 Blanch, Mr. and MacIntyre, Mr. and Mrs. Neil
 Brereton, H. Marriot, Dr. O. Ashley
 Brown, Miss J. Matheson, Mrs. R. T. and child.
 Buck, M. W. McKean, Dr. G. W.
 Bund, H. W. McKenny, Dr. C. W. & Mrs. W.
 Buschner, A. Mehta, K. B.
 Campbell, J. S. Merecki, J.
 Cadwallader, B. Molbourne, C. and maid
 Chalkley, Mrs. Melcher, J. Monton
 Chalmers, J. S. Morris, J.
 Chase, Carlton Muesley, R. F.
 Chisholm, W. T. Mulder, Mr. and Mrs. J. D. F.
 Christie, P. N. Mrs. J. D. F.
 Claire, Miss G. Mulholland, A. St. E.
 Clark, Mr. & Mrs. Munch, A. H. R. N.
 Claxton, A. A. Northcombe, Capt. & Mrs. F. D.
 Cobb, Mr. and Orvis, Mrs. F. K. Cowen, Mrs. W. Osborne, Hon. E.
 Crocker, Miss Oudenloren, W. F. C.
 Curry, G. F. Paterson, G.
 Dalby, James Paterson, Lady R. and maid
 Deane, A. F. Pierce, Mr. and Mrs. O. H.
 Denison, H. O. Pinkham, L. E. Potts, Mr. and Mrs. W. H.
 Dietmar, W. Prior, A. W. Ray, E. H.
 D'Oettingen, V. Reay, Miss F. Regontes
 Douglas, Mrs. R. Reichard, Dr. M. Rottich, Dr. W. Reeves, Mrs. and Mrs. H. C. Richards, H. M. Ellis, Mr. and Richardson, Mr. and Mrs. H. T. Erbstein, Mr. and Schmölke, W. Sharp, E. H. Sibley, J. C. Sidford, Mrs. G. V.
 Faugner, N. K. Solomon, H. H. C. Southmayd, J. B.
 Fisher, H. G. Stahl, Niss A. Stephens, A. Forsyth, Mrs. E. Stephens, Miss Frederick, Mrs. Stilson Mrs. G. W.
 French, Mrs. & Sutherland, P. child
 Fuller, Denman Spencer, Mrs. Garrow, Henry E. B.
 Geare, Mr. and Spittles, Mr. & Mrs. A. Mrs. James.
 George, Mr. and Square, Miss. Mrs. F. J. Swift, Miss D. Tapp, J. R.
 George, Miss Taylor, Mrs. M. Gordon, A. G.
 Goodrich, C. L. Tobin, R. J.
 Gould, Mr. J. Tolman, Mrs. T. Gougey, I. B. and 2 children
 Graham, C. A. Vandervoort, Mr. and Mrs. C. N.
 Gregg, Miss F. J. Vermoij, G.
 Grimshaw, R. J. Watta, J. H.
 Hall, Capt. T. P. Watkins, H.
 Hanna, Dr. J. G. Waller, O.
 Harbord, W. R. Watkin, H.
 Harrison, A. Webb, Mr. and Mrs. E.
 Hart, S. Wells, Mrs. W. H.
 Hassan, A. R. Whamond, D. M.
 Hawkes, C. White, D.
 Henpe, F. B. Winkler, Mr. & Mrs. F.
 Herzl, A. Wood, G. G.
 Hewett, Hon. E. Wright, Mr. & Mrs. J. F.
 A. O. M. G. Young, J. A. Ziegler, J.
 Herdman, A. E. Ziegler, J.
 Hilbert, Dr. P. A.
 Hobson, H. G.
 Hoffmann, W.
 Howard, P.
 Hope, E.

Craigieburn.

Adams, Mr. and Cornell, W. A. Mrs. and 2 Haselfoot, Lt. children
 Caldwell, Mr. Kydd, Mr. and Mrs. G.
 Caldwell, Miss Smith, E. G.
 Carpenter, Mr. Smith, E. G.
 and Mrs. Smith, E. G.
 Chingchen, S. J. Wood, E. M.



Every packet of cigarettes to which the name "PALL MALL" appears is guaranteed to be manufactured from well matured Turkish Tobacco of the finest quality.

Consignees	Consignees
TOYO KISEN KAISHA.	NIPPON YUSEN KAISHA.
THE Steamship	NOTICE TO CONSIGNEES.
"SHINYO MARU."	FROM EUROPE, COLOMBO AND STRAITS.
FROM SAN FRANCISCO, via HONOLULU, AND JAPAN PORTS AND SHANGHAI.	THE Company's Steamship
The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.	"HITACHI MARU,"
Cargo remaining undelivered on SATURDAY 1st Feb., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.	having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
No Fire Insurance whatever will be effected.	Optional goods will be carried on unless instructions are given to the contrary before Noon, to-day.
No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, the 7th Feb., afternoon, at 5 p.m., will be subject to rent and landing charges.	Goods not cleared by the 7th Feb. will be subject to rent.
All claims must be filed on or before SATURDAY 8th February.	Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
S. MORIMOTO, Agent.	NIPPON YUSEN KAISHA, Agents.
Hongkong, 31st Jan., 1913. [143]	Hongkong, 31st Jan., 1913. [143]
PACIFIC MAIL STEAMSHIP COMPANY.	BARBER LINE OF STEAMERS.
THE Steamship	NOTICE TO CONSIGNEES.
"KOREA."	S.S. "SHIMOSA."
FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.	FROM NEW YORK.
The above mentioned vessel having arrived Consignees of cargo are hereby notified to send in their Bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.	CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
Cargo remaining on board after THURSDAY Jan., 30th, 1913, at noon will be landed at consignees' risk and expense.	Optional Cargo will be forwarded unless notice to the contrary be given before.
Cargo remaining undelivered TUESDAY Feb., 4th, 1913, at noon will be subject to landing and storage charges.	No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox., will be subject to rent.
No fire insurance whatever will be effected.	All claims against the Steamer must be presented to the Underinsured on or before the 25th prox., or they will not be recognised.
All claims must be accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and sign for and on behalf of the Pacific Mail S.S. Co.	All broken, damaged, and damaged Goods are to be left in the Godowns where they will be examined on the 3rd prox., at 11 a.m.
All claims must be filed on or before Feb., 28th 1913, otherwise they will not be recognised.	No Fire Insurance has been effected. Bills of Lading will be countersigned by
FRED J. HALTON, Agent.	DODWELL & CO., LTD. Agents.
Hongkong, 28th Jan., 1913. [140]	Hongkong, 27th Jan., 1913. [138]
Astor House.	Hodges, Mrs. W. Vack, Mr. and Mrs. S.
Allen, Miss D. Lathrop, B.	Juster, W. Williamson, O.
Arnold, J. B. Leon, B.	Lapicque, Mr. J.
Bandet, Mme. Lingeri, Mrs. L.	and Mrs. P. A. Williams, F. E.
Biot, L. Lugebill, V.	Lanzone, G.
Brun, Mrs. C. L. Lyon, Mrs. W. S.	
Bryan, M. Mansfield, Miss J.	
Canto, T. J.	
Chambers, Miss L. Miller, A. G.	
Chonu, H. V. Miles, Mr. and Mrs. C. S.	
Chopard, F. A. Morgan, F. E.	
Clarke, Miss A. E. Morgan, F. E.	
Corneilissen, Muller, W. H. G.	
Capt. and Mrs. Mulvehill, Mr. and Mrs. D.	
Davis, H. Mullin, Mrs. M.	
Dedeogion, H. Musso, F.	
Dessol, M. Norton, A. W.	
Dmitrieff, C. T. Orvis, Mrs. F. K.	
Ellis, Mr. and Patten, S.	
Ellis, Mr. O. B. Phillips, Miss J. D.	
Egydio, Mr. and Powell, J. D.	
Evalline, Z. P. Reiter, Albert	
Feinstein, B. Silva, J. F. Eca	
Francis, Oh. da	
Garner, C. L. Sommers, Mr. and Mrs. A.	
Guzman, C. Treville, B. de	
	Grand Hotel.
	Agnew, Mr. and Lorrin, F.
	Mrs. Myall, A. T.
	Bailey, H. S. Myall, Mr. and Mrs.
	Bauchamp, E. Paul S.
	Culvert, F. Pink, Mr. and Mrs.
	Cuthbert, Mrs. George
	Danmann, J. Reher, Capt.
	Davies, H. Roberts, J.
	Elson, Mrs. Sach, Capt.
	Fisher, W. Schmitt, L.
	Grace, J. Sharp, H. J.
	Grant, J. Thompson, E.
	Grach, P. Tobias, Mr. and Mrs.
	Gregory, W. P. Tobias, Mr. and Mrs.
	Griffin, Peyton
	Hamilton Mr. & Walster, P.
	Mrs. Watkins, G. A.
	Hansen, White, Mr. and Mrs.
	Hillbrecht, Dr. Woodcock
	Hyde, S.
	Kleinfaldt, Rev. Swift, Miss D.

THE GENTLEMEN'S HOUSE.

J. T. SHAW

STOCKTAKING SALE.

DO NOT MISS THIS OPPORTUNITY
 TO REPLENISH YOUR WARDROBE
 WITH HIGH CLASS GOODS.

We Draw Your Attention to the Following Items:
 SHIRTS, COLLARS, TIES, SOCKS, GLOVES, STRAW AND
 FELT HATS, BOOTS AND SHOES.

GREATLY REDUCED PRICES

ON

THERMOS FLASKS.

PAY US A VISIT AND BE CONVINCED.

21, HONGKONG HOTEL BUILDINGS, QUEEN'S ROAD.

THE WISE

Forward Their Parcels and Cases, etc.
BY THECHINA EXPRESS CO.
THE OTHERWISE

TAKE THE CONSEQUENCES.

Connections with the principal Express and Forwarding Agencies throughout GREAT BRITAIN, THE COLONIES, AMERICA and the CONTINENT of EUROPE.

PACKING AND WAREHOUSING,
BAGGAGE STORED or TRANSHIPPED.Telephone No. 658. CHINA EXPRESS CO. 31, Duddell Street.
(ESTABLISHED 1844)

\$87,000, PICTURE.

Dealers Get 900 Per Cent. Profit.

Edgar Degas, the impressionist painter, whose picture "The Dancers at the Bar" has just fetched \$87,000 at the sale of the Henri Rouart collection, is living, half-blind, in the fifth story of a humble apartment house in the Montmartre district of Paris. He is seventy-nine.

"Indeed!" he exclaimed with a philosophic sigh, when told of the price paid for his painting—the highest on record for the work of a living artist. "I sold that canvas," he added, after a moment's reflection, "for 400 francs."

There is no confirmation of the report that the picture was bought for Mrs. Frederick C. Havemeyer

of New York. It stands in the name of an art dealer.

Two other examples of Degas were disposed of at the Rouart sale for \$18,000 and \$30,000, the price in each case representing about nine hundred times what the aged painter got for them.

Of the twenty-three Corots at the sale the highest price attained for any one of them was \$35,000. Knoodler of New York bought Manet's "Music Lesson" for \$24,000 and Millet's "The End of Day" for \$23,000.

Sir Hugh Lane, who has sold his collection of Dutch masters to a South African millionaire, purchased Goya's "Spanish Woman" for \$23,000.

There is still apparently no end in sight to the appreciation in the value of paintings.

TIFFINS! DINNERS!!

\$1 THE BEST IN HONGKONG.
 SPECIAL MONTHLY TERMS \$1
 FOR FULL OR PARTIAL BOARD.

OUR BREAD, CAKES AND SCONES,
 ARE ACKNOWLEDGED TO BE PAR EXCELLENCE.

ALEXANDRA CAFE CO.

FAMILY OF SOLDIERS.

A Record of 209 Years in the British Army.

The following remarkable record of his family's service in the 15th East Yorkshire Regiment, beginning nearly 100 years ago, is contributed to the Army and Navy Gazette by Mr. Peter M'Kenna, who holds an appointment under the Education Committee of the East Riding County Council:—

	Joined	Served (years)
Grandfather	1820	23
Uncle John	1841	15
Uncle James	1853	23
Father	1854	23
Brother John	1872	6
Brother Joseph	1874	23

Brother Edward ... 1876 21
 Brother Peter ... 1882 22
 Brother Owen ... 1888 18
 Nephew Edward ... 1895 9
 Nephew Jesse ... 1900 12
 Nephew Jesse ... 1901 11
 Nephew Reginald 1909 3

Mr. M'Kenna adds that of this 209 years' service roughly 103 years were spent abroad. The connection of the family with the regiment is likely to continue for thirty years at least longer, as the three nephews last mentioned are still serving and he has four boys to join.

Tokyo Race Club Burned.
 The Tokyo Race-Club, at Meguro, was burnt down on the 26th inst. Twenty-two race-horses are said to have been destroyed in the fire.

Public Companies

GREEN ISLAND CEMENT
COMPANY, LTD

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the Green Island Cement Company Limited will be held at the offices of Messrs. Shewan Tomes & Co., at St. George's Building, Chater Road, Victoria in the Colony of Hongkong on Wednesday the 12th day of February 1913 at 12 o'clock noon when the unjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 25th day of January 1913 will be submitted for confirmation as special Resolutions.

(1) That the Memorandum of Agreement bearing date the nineteenth day of April 1912 and made between Messrs. Shewan Tomes & Co., the Hon. Mr. Edward Osborne and the Honourable Mr. Henry Edward Pollack (Member of the Committee appointed by the Shareholders of the Green Island Cement Company Limited at the Annual General Meeting of that Company held on the twenty fifth day of March 1911) of the one part and Messrs. Shewan Tomes & Co. of the other part as supplemented by a letter bearing date the eighth day of May 1912 and addressed by the said Messrs. Shewan Tomes & Co. as such General Managers as aforesaid to the above named Members of the above named Committee and by a letter of such members in answer thereto bearing date the 14th day of May 1912, be and the same be hereby ratified and confirmed by the Shareholders of the said Company.

(2) That the regulations contained in the copy of the proposed new Articles of Association of the Green Island Cement Company Limited (which for the purpose of identification have been subscribed by Messrs. Shewan Tomes & Co., as General Managers of such Company, and which may be inspected by any Shareholder of the said Company at the Offices of the said General Managers at St. George's Building, Chater Road, Victoria in the Colony of Hongkong, or at the Offices of Messrs. Deacon Looker Deacon and Harston at No. 1, Des Voeux Road Central, Victoria aforesaid, on any weekday between the hours of 10 a.m. and 4 p.m.) be and the same be hereby adopted as the Articles of the said Company to the exclusion of and in substitution for all the existing Articles thereof.

Dated this 27th day of January 1913.
SHEWAN TOMES & CO.
General Managers.
GREEN ISLAND CEMENT CO., LTD.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP, \$1,250,000.)
Loans on Mortgage of House Property &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)
THE OFFICE OF
TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,
Undertakes and Executes
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 19th March, 1908.

NOTICE.

THE SHANGHAI LIFE INSURANCE CO., LTD.

AS MR. WONG TO CHUN is retiring from business, the Hongkong Agency from 1st February 1913 will be in charge of
J. F. BOA DA SILVA
General Agent.
Hongkong 1st February 1913

Notice

CHINA NEW YEAR HOLIDAY.

In accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be closed for the transaction of Public Business on THURSDAY the 6th proximo.
Hongkong, 31st Jan., 1913.

Madras and Faint Cakes 50 and 60 cents per lb. Wedding and Birthday Cakes from \$1.00 per lb.
ALEXANDRA CAFE CO.

Entertainments

VICTORIA THEATRE.

DIRECT FROM AMERICA
HUGHES
MUSICAL COMEDY COMPANY
OF 25 TALENTED ARTISTS—MOSTLY GIRLS.
4 COMEDIANS—ALL FUNNY
COMPLETE CHANGE OF PROGRAMME.
FOR 3 FAREWELL PERFORMANCES.

TO-NIGHT.

SATURDAY 1st FEBRUARY, 1913.

Matinee 3.30 p.m.

9.15 Spedbounders Dream.

SUNDAY AND FEBRUARY.

Matinee 6 p.m.

GRAFTERS.

9.15 p.m. BULL FIGHTERS.

3 of a Kind.

MONDAY FEBRUARY.

Speculators.

Contest All Artists.

Contest All Artists.

Contest All Artists.

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Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.
London Office—25, Abchurch Lane, E.C. 4.

BRANCHES:—
Bombay, Calcutta, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Yokohama.

Capital and Reserve—\$100,000,000 (Gold).
Assets—\$100,000,000 (Gold).
Deposits—\$100,000,000 (Gold).

EVERY DESCRIPTION OF BANKING BUSINESS.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4 per cent, or for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.
THE BANK'S CREDIT LETTERS OF CREDIT are available all over the world.
COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE OF Stocks and Shares effected.
TRAVELLERS CHECKS issued.

9, Queen's Road, Hongkong.
Hongkong, 1st Nov., 1912.

THE YOKOHAMA SPECIE BANK, LIMITED.
Established 1880.
Authorized Capital Yen 48,000,000.
Paid-up Capital " 30,000,000.
Reserve Fund " 17,500,000.

Head Office.—YOKOHAMA.
Branches:—
Antung-Hsien, Nagasaki, Newchwang, Bombay, Calcutta, Osaka, Changchun, Peking, Fengtien, Ryojun Port, Harbin, (Arthur), Hankow, San Francisco, Honolulu, Shanghai, Tientsin, Liaoyang, Tokyo, Lyons.

Interest Allowed on Current Account.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.
Hongkong, 11th Jan., 1913.

Public Companies
THE KOWLOON LAND AND BUILDING CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY FOURTH ORDINARY MEETING (SHAREHOLDERS) in this COMPANY will be held at the COMPANY'S OFFICES, VICTORIA BUILDINGS, on MONDAY 10th February, 1913 at noon, for the purpose of receiving the REPORT of the DIRECTORS together with STATEMENTS of ACCOUNTS for the year ending 31st December 1912.

THE REGISTER OF SHARES of the COMPANY will be closed from Saturday, 1st February to Monday, 10th February, 1913, (both days inclusive), which period no TRANSFER of SHARES can be registered.

By order of the Board of Directors
MOW BRAY & SONS, LTD.,
Acting Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
Agents for the Kowloon Land and Building Co., Ltd.
Hongkong, 24th Jan., 1913.

NOTICES
STOCKBROKERS' ASSOCIATION OF HONGKONG.
NOTICE.
THE COMMITTEE has decided that the following shall be the settling days for 1913:—
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COMMERCIAL.

SHARE REPORT.

Messrs. Wright and Hornby's Share Report, dated February 1, states:—

A good demand continues for local and other investment stocks and a fair amount of business has been put through during the past week.

Para Rubber is quoted from London at 43.1-2 per lb. with the share market firm.

Bar Silver is 28.1-2 per oz. for ready and 28.11-16 per oz. for forward delivery, dull but steady.

Exchange on London opened at 20.1-2 T.T.

Banks:—Hongkong and Shanghai Banks are steady at \$835 after sales at the rate; London quotes \$85/10/- middle.

Marine Insurances:—Unions have been dealt in at \$825 and \$830 closing with sellers at the latter figure and buyers at the former. Cantons have sold at \$270 and North China at \$130. Yangtzes are quiet at \$192 1/2 ex 73.

Fire Insurances:—There are buyers of Hongkong Fires at \$380 and sellers at \$384. China Fires are in demand at \$150.

Shipping:—Indos have improved from \$82 to \$88 with buyers at the rate. London quotes \$87 1/2 middle. Hongkong Canton and Macao Steamboats could be placed at \$28 and China and Manila at \$10 and Star Ferries at \$30. Douglas's have sellers at \$34. Shell Transports have been in good demand throughout the week at 113/-; London quotes 113/6 middle.

Refineries:—There are sellers of China sugars at \$108 and buyers of Luzons at \$39.

Mining:—Rauba are on offer at \$4.00. Langkats have buyers at \$1.73 and sellers at \$1.74. Tronchs are a firm market with London buying at \$4.

Docks Wharves and Godowns:—Hongkong and Whampoa Docks are in demand at \$60. Shanghai Docks are easier with sellers at \$1.72. Kowloon Wharves have buyers at \$77. Hongkong Wharves are quoted at \$1.108 sellers.

Lands, Hotels and Buildings:—Hongkong Lands are wanted at \$101 x div. Kowloon Lands at \$36. West Point at \$54 x div. and Hotels at \$115 for the old shares and \$73 for the new. Humphreys Estates have sold at \$83 and more shares are obtainable at this rate. Shanghai Lands are quoted at \$1.89.

Cottons:—Hongkong Cottons have been dealt in at \$3.3-4 and \$9, closing with sellers at the latter figure. There are buyers of Ewo's at \$1.140, Shanghai Cottons at \$1.131 and Kung Yik at \$1.145. Soy Chees are obtainable at \$1.48 and Lau Kung Mows at \$1.110.

Miscellaneous:—China Borneos are in demand at \$1.0. Electrics at \$27. Cements at \$4.7-5. Ropes at \$10. Steam Laundries at \$4. Watkins at \$3. William Powells at \$9 and Weissmanns at \$18.00. China Borneos are obtainable at \$1.0. China Providents at \$9. Dairy Farms at \$23. Peak Trams at \$11 1/2 and \$1.00. A. S. Watsons at \$6, and Hongkong Steam Fisheries at \$2.00.

Quotations received by cable from London to-day:—

Banks \$85/10/- Middle
Indos \$8/15/-
Shells \$5/13/6
Ural Caspian \$2-1-9
Tronchs 85/-
United Sordangs 13/9
Rubber Trusts 13/3
Eastern International 21/8
Pahang Consolidated 10/9 buyers

COAL REPORT.

Messrs. Hughes and Hough's Coal Report, dated Hongkong 31st January, states Coals Exported:—Japan 62,000, Dairen, 2,500; Formosa 4,000 tons. Arrivals:—January 18th Lai-chow, s.s. 2,200 tons Haiphong for Canton. January 17th Kaifu Maru, s.s. 4,200 tons Moji, sold. January 17th Foochow, s.s. 2,300 tons Hongay, sold. January 19th Kiyo Maru, s.s. 3,700 tons Moji, sold. January 20th Benlawers, s.s. 4,000 tons Moji, sold. January 20th Yokohama Maru, s.s. 1,400 tons Moji, sold. January 22nd Daiya Maru, s.s. 2,900 tons Wakamatsu, sold. January 22nd Upada, s.s. 2,300 tons Moji, sold. January 23rd Ariake Maru, 3,900 tons Miike, sold. January 24th Siam, s.s. 1,700 tons Haiphong, sold. January 24th Dainichi Maru, s.s. 3,600 tons Moji, sold. January 25th Temiya Maru, s.s. 3,200 tons Mororan, sold. January 26th Kamor, s.s. 2,400 tons Wakamatsu, sold. January 28th Banri Maru, s.s. 1,400 tons Moji, sold. January 28th Shinbu Maru, s.s. 7,000 tons Miike, sold. January 31st Inaba Maru, s.s. 900 tons Moji, sold.

Sales:—Market continues firm with no sales to report.

LOST A PROPELLER BLADE.

Shinyo Maru Delayed by an Accident.

The Japanese liner Shinyo Maru, which arrived yesterday, was delayed on her last trip from this port to San Francisco. An American contemporary states that she should have arrived on December 23, but that between Hongkong and Nagasaki lost the blade from one propeller. There the vessel was dry-docked and there was a delay of several days, waiting for a new blade. The liner lost seven days as the result of this accident, but made up three of them on the voyage home.

There was some disappointment among those passengers who had expected to reach San Francisco in time to celebrate Christmas ashore. Captain Smith and his officers on this account made special efforts to make the Christmas celebration on the Shinyo so enjoyable that all disappointments would be forgotten. They succeeded, and most of the passengers expressed their pleasure that circumstances compelled them to spend a Christmas at sea.

Refused a Crown.

Munich (Bavaria), December 23.—Prince Ludwig, the new prince regent of Bavaria, sent an autograph letter to the Bavarian Premier to-day, vetoing the movement to place him on the throne as King. He declares that he desires loyally to administer the inheritance bequeathed him by his father.

POST OFFICE.

MAILS VIA SIBERIA.

Jan. 16 Feb. 1
Jan. 17 Feb. 3

MAILS CLOSE.

Swatow—Per Haimun, 2nd Feb., 9 a.m.
Swatow, Amoy and Foochow via Tamsui—Per Daijinnmaru, 2nd Feb., 9 a.m.

Hoihow, Haiphong, Pakhoi and Saigon—Per Mathilde, 3rd Feb., 9 a.m.

Philippine Islands, Australia Tasmania and New Zealand via Port Darwin—Per Changsha, 3rd Feb., 11 a.m.

Macao—Per Sui Tai, 3rd Feb., 1.15 p.m.

Straits—Per Kueichow, 3rd Feb., 2 p.m.

Saigon—Per Tjiliwong, 3rd Feb., 3 p.m.

Amoy and Foochow—Per Nanyang, 3rd Feb., 5 p.m.

Shanghai and North China—Per Hangsang, 3rd Feb., 5 p.m.

Straits, Ceylon & India via Bombay—Per Kawachi-maru, 3rd Feb., 5 p.m.

Manila, Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples—Per Goeben, 4th Feb., 9 a.m.

Batavia, Semarang and Sourabaya Per Tjinhahi, 4th Feb., 11 a.m.

Shanghai, North China Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco (Europe via Siberia)—Per Korea, 4th Feb., noon.

Macao—Per Sui Tai, 4th Feb., 1.15 p.m.

Swatow, Amoy and Foochow via Amoy—Per Soshu-maru, 4th Feb., 5 p.m.

Swatow—Per Haimun, 5th Feb., 9 a.m.

Japan and Yokohama—Per Yatsushiro, 5th Feb., 11 a.m.

Shanghai, North China, Japan via Nagasaki, Victoria and Tacoma—Per Mexico-maru, 5th Feb., 1 p.m.

Philippine Islands—Per Zafiro, 5th Feb., 3 p.m.

Philippine Islands—Per Kaifong, 5th Feb., 3 p.m.

Straits and India via Calcutta—Per Fooksang, 6th Feb., 11 a.m.

Shanghai, North China Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Empress of Japan, 7th Feb., 6 p.m.

Hoihow, Haiphong and Pakhoi—Per Sungking, 8th Feb., 9 a.m.

Japan via Yokohama—Per Tjiljatjap, 8th Feb., 11 a.m.

Shanghai, North China, Japan via Kobe—Per Namsang, 8th Feb., 11 a.m.

Philippine Islands—Per Leong-sang, 8th Feb., 1 p.m.

Amoy and Foochow—Per Haimun, 8th Feb., 5 p.m.

Straits and Burma—Per Futala, 9th Feb., 9 a.m.

Swatow, Amoy and Foochow—Per Haimun, 11th Feb., 9 a.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Port Darwin—Per Changsha, 11th Feb., 11 a.m.

SHIPPING NEWS.

ARRIVED.

Kueichow Br. s.s., 1,215, E. Forsyth, 31st Jan., Manila 28th Jan., Sugar, B. & S.

Mathilde, Ger. s.s., 831, G. Schlenker, 31st Jan., Haiphong and Hoihow 30th Jan., Rice, J. & Co.

Sosho Maru, Jap. s.s., 1,119, K. Tashiro, 1st Feb., Canton 31st Jan., Gen.—O. S. K.

Choyssang Br. s.s., 1,424, Courtney, 1st Feb., Canton 31st Jan., Gen.—J. M. & Co.

Kawachi Maru, Jap. s.s., 3,321, A. Christensen, 1st Feb., Moji 27th Jan., Matches, etc.—N. Y. K.

Wakamatsu Maru, Jap. s.s., Aikawa, 1st Feb., Karatsu 25th Jan., Coal—M. B. G. K.

Fooksang Br. s.s., Mitchell, 1st Feb., Moji 27th Jan., Gen.—J. M. & Co.

Clearances at the Harbour Office, Jan. 31.

Eastern, for Melbourne, Hunan, for Hoihow.

American, for K. O. Wan, Yuenang, for Manila, Shengking, for Shanghai, Shinbu-maru, for Moji, Haimun, for Swatow, Mathilde, for Haiphong, Choyssang, for Shanghai, Onsang, for Canton, Wakamatsu-maru, for W'matsu, Anhui, for Shanghai, Devawongse, for Saigon, Shinbu, for Moji.

DEPARTED, Feb. 1.

Assaye, for Bombay, Kiyomaru, for Japan, E. F. Ferdinand, for Yokohama, Lovat, for Boston, Yuenang, for Philippine Islands, Eastern, for New Zealand, Anhui, for Shanghai, Devawongse, for Saigon, Shinbu, for Moji.

SHIPS PASSED THE CANAL, London, 7th January.

Arrivals from China:—Hirano Maru. The following vessels have passed the Canal:—Atholl, Flintshire, Hitachi Maru, Inverclyde, Menelaus, Nile, Teucer, Den of Crombie, Rhesus.

London, 14th January.

Arrivals from China:—Protestant. The following vessels have passed the Canal:—Australien, Derflinger, Liberia, Ping Suey, Friam, Suevia, Africa.

London, 17th January.

Arrivals from China:—Ajax, Bayern, St. Patric, Rhesus. The following vessels have passed the Canal:—Andalusia, Austria, Erroll, Lutzow, Muncester Castle, Silesia, Tango-maru, Yang Tze, Paul Lécat.

London, 21st January.

Arrivals from China:—Flintshire. The following vessels have passed the Canal:—Keemun, Miyasaki Maru, Myrmidon, Stentor, Atreus, Ecclesia.

London, 24th January.

Arrivals from China:—Tango Maru, Africa. The following vessels have passed the Canal:—Caledonien, Mo-yune, Perseus, Sicilia, Glenfarg, Nankin.

London, 28th January.

The following vessels have passed the Canal:—Benalder, Calchas, Ernest Simons, Indrasamha, Peiho, P. E. Friedrich, Welsh Prince, Alesia, Annam.

London, 31st January.

Arrivals from China:—Liberia, Caledonien, Lutzow, Atreus, Muncester Castle. The following vessels have passed the Canal:—Denbighshire, Kamo Maru, Kitano Maru, Kleist, Nera, Ningchow, Sachsen, Egremont Castle.

TIDE TABLE, Jan. 27th to 2nd Feb., 1913.

High Water, Low Water, Mean Time, etc.

Saloon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Port Darwin—Per Changsha, 11th Feb., 11 a.m.

Swatow, Amoy and Foochow—Per Haimun, 11th Feb., 9 a.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Port Darwin—Per Changsha, 11th Feb., 11 a.m.

Swatow, Amoy and Foochow—Per Haimun, 11th Feb., 9 a.m.

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Swatow, Amoy and Foochow—Per Haimun, 11th Feb., 9 a.m.

WEATHER REPORT.

On the 1st at 12.10.—The anticyclone is now central over N.E. China.

Pressure has increased moderately over N.E. China, S. Manchuria and N. Japan. It has given way slightly over S. Japan, S. China, and Formosa, and is nearly stationary over the Philippines.

Fresh monsoon is indicated along the E. coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. N.E. winds, fresh; fine.

2 Formosa Channel. Northerly gale.

3 South coast of China between H.K. and Lamook. The same as No. 1.

4 South coast of China between H.K. and Hainan. E. winds, moderate.

China Coast Meteorological Register, 1st February, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force.

W'atsook 7a 30.47 1 79 — o b

Nemuro 8a 30.04 — nne 1 —

Hakodate 30.13 — " 4 —

Tokio 30.14 — nw 1 —

Kochi 30.39 — waw 1 —

Nagasaki 30.50 — nne 1 —

K'shima 30.49 — n 1 —

Oshima 30.46 — n 3 —

Naha 30.44 — ene 2 —

Ishijima 30.39 — e 2 —

Bonin Is. 30.71 24 88 — o b

Chefoo 30.70 30 90 — n 3 b

Whaiwei 30.72 38 81 waw 2 o

Hankow 30.62 38 81 waw 2 o

Iohang 30.62 38 81 waw 2 o

Kiukiang 30.62 38 81 waw 2 o

Changsha 30.62 38 81 waw 2 o

Shanghai 30.62 38 81 waw 2 o

Gutzlaff 30.47 40 — ne 2 ov

Sharp P. 7a 30.60 54 — n 4 o

Amoy 6a 30.43 56 69 w 1 o

Swatow 30.45 51 86 — o b

Taihou 5a 30.37 — e 6 —

Taihu 30.37 — e 6 —

Tainan 30.35 — ne 2 —

Koshun 30.32 — ne 6 —

P'iores 30.36 — ne 8 —

Canton 9a 30.43 57 69 ne 1 c

H'kong 6a 30.36 59 68 e 2 o

Gap Rock 30.32 — ene 6 c

Macao 30.35 56 — n 1 o

Wuchow 9a 30.50 56 81 e 2 c

Pakhoi 30.34 59 — ene 3 o

Hoihow 30.23 63 — nw 2 o

Tourane 30.05 73 — ene 2 c

C. St. J. 30.05 73 — ene 2 c

Aparr 30.23 68 — sw 1 o

Manila 30.11 72 — n 1 o

Legaspi 30.08 75 — ne 2 o

Hilo 9a 30.07 78 — ne 1 b

Bacolod 30.04 — n 3 b

Cebu 30.04 79 — e 2 o

Labuan 30.00 82 — e 2 o

T. F. Claxton, Director, Hongkong Observatory, Feb. 1.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet, 0 Rain in inches, tenths and hundredths.

METEOROLOGICAL, Previous, Day On Date On Date, Barometer 30.45 30.43 30.38, Temperature 58 51 57, Humidity 47 69 58, Wind Direction E ENE E, Force 2 2 4, Weather b b o, Rain, Highest open air Temperature on the gale, H.K. Observatory, 31st Jan., 1913, T. F. Claxton, Director, All productions of the ALEXANDRA CAFE CO. are under the strictest European Supervision.

Mail Steamers

THE PENINSULAR AND ORIENTAL S.N.C.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR STRAITS TO SAIL ON REMARK

LONDON, VIA ASSAYE, Capt. G. W. Cockman, R.N.R., Noon 1st Feb. Freight and Passage.

LONDON & ANTWERP, S. FORM, PENANG, C'MBO, PORT SAID AND MARSEILLES, SUNDIA, Capt. C. E. Irving, R.N.R., about 5th Feb. Freight and Passage.

SHANGHAI, NAMUR, MOJI, KOBE & YOKOHAMA, Capt. A. Collyer, about 7th Feb. Freight and Passage.

All the above steamers are fitted with wireless Telegraphy. For Freight, or Passage apply to P. & O. S.N. Co.'s office, Hongkong, 30th January, 1913.

E. A. HEWETT, Superintendent.

Hongkong, 30th January, 1913.

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINE

For STRAITS TO SAIL ON

KOBE and YOKOHAMA, PRINZ SIGISMUND, Capt. D. Lenz, 6,000, about 4th Feb. Freight and Passage.

MILAN, NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & H'BURG, GOEBEN, Capt. A. Ahlborn, 17,800, 4th Feb. 10 a.m.